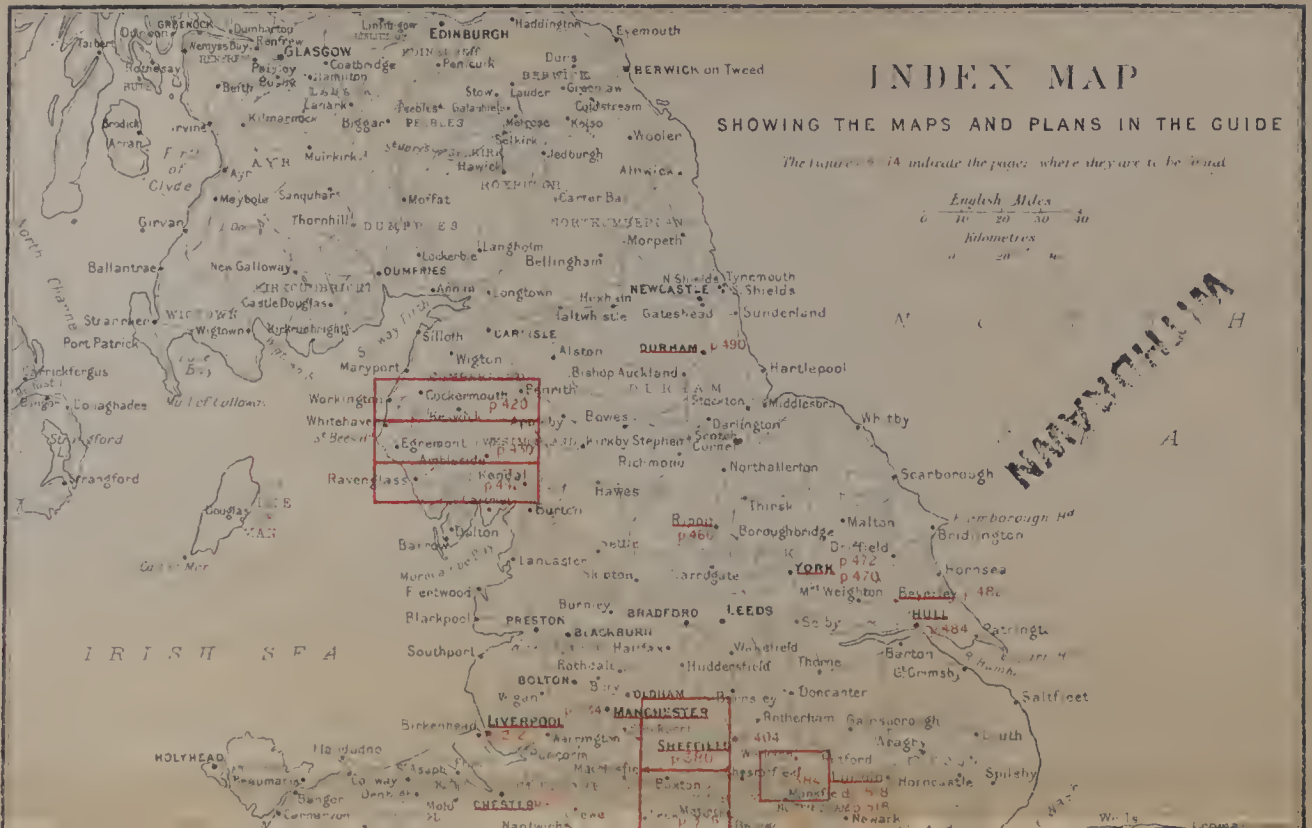
THE BLUE GUIDES

ENGLAND

MUIRHEAD GUIDE-BOOKS LTD.- HACHETTE & CIE.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Sutton
Kingston
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Staines
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Wembley
Willesden
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Buckingham
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Olney
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Sandy
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Hitchin
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Tring
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Wokingham
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Nuneaton
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Chesterfield
Mansfield
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Brigg
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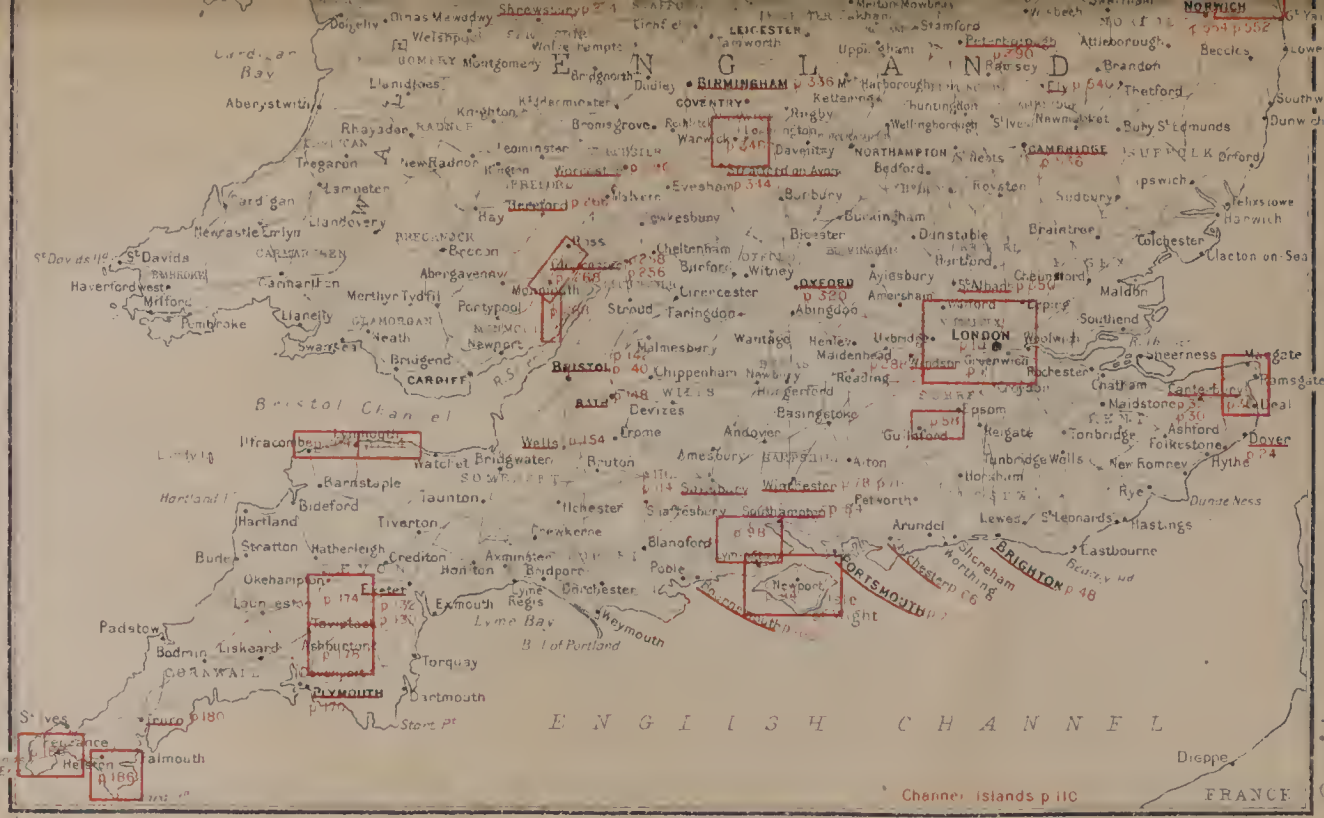
Wellingborough
Northampton
Towcester
Brackley
Buckingham
Stony Stratford
Newport Pagnell
Olney
Bedford
Sandy
Biggleswade
Arlesey
Hitchin
Stevenage
Welwyn
Hatfield
Barnet
Edgware
Harrow
Wembley
Willesden
Hampstead
Highgate
Finchley
Enfield
Cheshunt
Hertford
Ware
Bishop's Stortford
Saffron Walden
Braintree
Chelmsford
Maldon
Colchester
Harwich
Ipswich
Aldeburgh
Lowestoft
Yarmouth
Norwich
Thetford
Newmarket
Bury St Edmunds
Cambridge
Ely
Wisbech
Peterborough
Stamford


ENGLAND
ENGLISH CHANNEL
Cardigan Bay
Bristol Channel
Lyme Bay
Hartland Pt
St Ives
Land's End
Aberystwith
Llandovery
Haverfordwest
Milford
Pembroke
Cardigan
Tenby
Carmarthen
Llanelly
Swansea
Neath
Bridgend
CARDIFF
Newport
Monmouth
Pontypool
Abergavenny
Brecon
Hereford
Leominster
Ludlow
Knighton
Welshpool
Montgomery
Llanidloes
Machynlleth
Dolgelly
Barmouth
Harlech
Portmadoc
Pwllheli
Bangor
Carnarvon
Llangefni
Holyhead
Rhayader
Builth
Llandrindod
Presteigne
Kington
Tregaron
Lampeter
Newcastle Emlyn
St Davids
Fishguard
Aberystwyth
Shrewsbury
Oswestry
Wrexham
Chester
Whitchurch
Nantwich
Crewe
Stafford
Wolverhampton
Bridgnorth
Kidderminster
Worcester
Droitwich
Bromsgrove
Redditch
Warwick
Leamington
Coventry
Birmingham
Dudley
Tamworth
Lichfield
Burton
Derby
Leicester
Melton Mowbray
Oakham
Stamford
Peterborough
Ely
Wisbech
Lincoln
Boston
Spalding
Grantham
Sleaford
Newark
Retford
Doncaster
Gainsborough
Scunthorpe
Grimsby
Louth
Skegness
Mablethorpe
Alford
Spilsby
Horncastle
Attleborough
Norwich
Great Yarmouth
Lowestoft
Beccles
Bungay
Diss
Thetford
Brandon
Swaffham
Downham
King's Lynn
Wisbech
Ely
Newmarket
Bury St Edmunds
Sudbury
Ipswich
Felixstowe
Harwich
Clacton on Sea
Colchester
Braintree
Dunmow
Bishop's Stortford
Harlow
Hertford
Watford
St Albans
Amersham
Chesham
Aylesbury
Thame
Oxford
Witney
Burford
Cirencester
Tetbury
Stroud
Tewkesbury
Cheltenham
Evesham
Stratford on Avon
Banbury
Bicester
Buckingham
Towcester
Northampton
Daventry
Rugby
Kettering
Corby
Wellingborough
Higham Ferrers
Huntingdon
St Ives
Cambridge
Saffron Walden
Dunstable
Luton
Hitchin
Baldock
Royston
Biggleswade
Bedford
Rushden
Wellingborough
Oundle
Peterborough
Whittlesey
March
Wisbech
Downham
Swaffham
Thetford
Diss
Harleston
Bungay
Beccles
Lowestoft
Great Yarmouth
Norwich
Aylsham
Cromer
Sheringham
Holt
Fakenham
Wells
Hunstanton
Dereham
Watton
Attleborough
Brandon
Thetford
Newmarket
Haverhill
Saffron Walden
Bishop's Stortford
Hertford
Watford
Uxbridge
Slough
Windsor
Eton
Maidenhead
Henley
Wantage
Abingdon
Oxford
Aylesbury
Amersham
Chesham
Watford
St Albans
Hertford
Ware
Hoddesdon
Cheshunt
Enfield
Edmonton
Tottenham
Hackney
Stratford
Barking
Ilford
Romford
Brentwood
Chelmsford
Maldon
Southend
Leigh
Canvey Island
Grays
Tilbury
Gravesend
Dartford
Erith
Woolwich
Greenwich
Deptford
Lewisham
Croydon
Kingston
Richmond
Hounslow
Staines
Egham
Windsor
Reading
Newbury
Hungerford
Marlborough
Swindon
Cirencester
Malmesbury
Chippenham
Bath
Bristol
Weston-super-Mare
Clevedon
Portishead
Severn Bridge
Chepstow
Monmouth
Ross
Gloucester
Cheltenham
Tewkesbury
Pershore
Evesham
Broadway
Moreton-in-Marsh
Stow-on-the-Wold
Bourton-on-the-Water
Northleach
Fairford
Lechlade
Faringdon
Wantage
Didcot
Wallingford
Henley
Marlow
High Wycombe
Beaconsfield
Slough
Windsor
Eton
Maidenhead
Reading
Basingstoke
Andover
Salisbury
Amesbury
Stonehenge
Devizes
Melksham
Trowbridge
Frome
Wells
Glastonbury
Bridgwater
Taunton
Wellington
Tiverton
Cullompton
Honiton
Axminster
Lyme Regis
Bridport
Dorchester
Weymouth
Portland
Poole
Christchurch
Lymington
Ringwood
Fordingbridge
Romsey
Southampton
Winchester
Alresford
Petersfield
Liphook
Haslemere
Godalming
Guildford
Woking
Epsom
Kingston
Sutton
Croydon
Bromley
Orpington
Sevenoaks
Tonbridge
Tunbridge Wells
Maidstone
Chatham
Rochester
Gravesend
Sheerness
Margate
Ramsgate
Deal
Dover
Folkestone
Hythe
New Romney
Rye
Hastings
Bexhill
Eastbourne
Seaford
Newhaven
Lewes
Arundel
Chichester
Worthing
Shoreham
Brighton
Portsmouth
Gosport
Fareham
Alton
Farnham
Aldershot
Camberley
Bracknell
Ascot
Sandhurst
Wokingham
Reading
Pangbourne
Goring
Wallingford
Abingdon
Oxford
Woodstock
Chipping Norton
Moreton-in-Marsh
Shipston-on-Stour
Stratford on Avon
Alcester
Redditch
Bromsgrove
Kidderminster
Stourport
Bewdley
Cleobury Mortimer
Ludlow
Tenbury Wells
Leominster
Kington
Hay
Brecon
Builth
Llandrindod
Presteigne
Knighton
Welshpool
Montgomery
Newtown
Llanidloes
Machynlleth
Aberystwyth
Tregaron
Lampeter
Cardigan
Newcastle Emlyn
Carmarthen
Llanelly
Swansea
Neath
Port Talbot
Bridgend
Cowbridge
Barry
Penarth
Cardiff
Newport
Chepstow
Monmouth
Pontypool
Abergavenny
Merthyr Tydfil
Aberdare
Pontypridd
Caerphilly
Risca
Tredegar
Ebbw Vale
Blaenavon
Abergavenny
Crickhowell
Brecon
Builth
Llandrindod
Rhayader
Aberystwyth
Machynlleth
Dolgelly
Barmouth
Harlech
Portmadoc
Pwllheli
Bangor
Carnarvon
Llangefni
Holyhead
Conway
Llandudno
Colwyn Bay
Rhyl
Denbigh
Ruthin
Mold
Flint
Wrexham
Oswestry
Shrewsbury
Whitchurch
Nantwich
Crewe
Stafford
Wolverhampton
Walsall
Dudley
Stourbridge
Halesowen
Birmingham
Sutton Coldfield
Tamworth
Lichfield
Burton
Uttoxeter
Ashbourne
Derby
Belper
Matlock
Chesterfield
Mansfield
Worksop
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Downham
King's Lynn
Swaffham
Fakenham
Aylsham
Cromer
Sheringham
Holt
Wells
Hunstanton
Dereham
Watton
Attleborough
Brandon
Thetford
Newmarket
Haverhill
Saffron Walden
Bishop's Stortford
Harlow

THE BLUE GUIDES

ENGLAND

RAILWAY MAP OF
ENGLAND & WALES

English Miles 0 10 20 30 40 50 60

Kilometres 0 20 40 60 80 100

Railways

NORTH SEA

IRISH SEA

St George's Channel

Cardigan Bay

Solway Firth

Firth of Clyde

Leith to Hamburg 436 miles 1865

Newcastle to Archangel

Newcastle to Bergen 410 miles

Newcastle to Copenhagen 580 miles

Leith to Rotterdam 380 miles

Hull to Grimsby 60¼ miles

Hull to Copenhagen 860 miles

Hull to Bremen 372 m. to Hamburg 386 m.

Leith to Stavanger 411 miles to Bergen 470 miles

Belfast to Barrow 110 m.

Belfast to Liverpool 110 m.

Dublin to Heysham 125 m.

Douglas to Heysham 58 m.

Holyhead to Liverpool 70 m.

Dublin to Liverpool 120 miles

Dublin to Liverpool 61 miles

Dublin to Liverpool 57 miles

Fishguard to Liverpool 248 miles

Fishguard to Liverpool 133 miles

Barmouth to Liverpool 113 miles

Dublin to Glasgow 184 m.

Stranraer to Glasgow 139 m.

Stranraer to Ardrossan 36 miles

Mull of Kintyre to Glasgow 129 m.

Mull of Galloway to Belfast 69 miles

Mull of Galloway

Point of Ayre to Heysham 115 miles

Point of Ayre to Fleetwood 115 miles

Douglas to Glasgow 184 m.

Sligo to Glasgow 241 miles

Londonderry to Glasgow 190 m.

Barmouth Bay

Barmouth I.

Bardsey I.

Morecambe Bay

Solway Firth

Luce Bay

Drummore Bay

Whithorn Bay

Wigtown Bay

Carrickfergus Bay

Belfast Lough

Lough Neagh

Dundalk Bay

Drogheda Bay

Dublin Bay

Howth Bay

Kilkeel Bay

Carlingford Bay

Strangford Lough

Ardglass Bay

Donaghadee Bay

Larne Lough

Glenarm Bay

Ballycastle Bay

Red Bay

Cushendall Bay

Ballintrae Bay

Portrush Bay

Portstewart Bay

Lough Foyle

Lough Swilly

Mull of Kintyre

Southend

Campbeltown

Machrihanish

Carskey Bay

Tarbert

Port Askaig

Port Ellen

Bruichladdich

Bowmore

Ardbeg

Ardlussa

Craighouse

Jura

Islay

Arran

Brodick

Lamlash

Whiting Bay

Blackwaterfoot

Lochranza

Pirn Mill

Corrie

Lamlash Bay

Kilbrannan Sound

Ardrossan

Saltcoats

Stevenston

Irvine

Troon

Prestwick

Ayr

Maybole

Girvan

Ailsa Craig

Pinwherry

Barrhill

Colmonell

Dailly

Burn

Turnberry

Maidens

Dunure

Culzean

Fair Hd

Auchendrane

Alloway

Monument

Brig o' Doon

Patna

Dalmellington

Waterside

Cronberry

Muirkirk

Auchinleck

Cumnock

New Cumnock

Old Cumnock

Leadhills

Wanlockhead

Sanquhar

Kirkconnel

Carronbridge

Thornhill

Closeburn

Penpont

Dunscore

Dalry

Maxwelltown

Dumfries

Kirtlebridge

Annan

Gretna

Gretna Green

Longtown

Gilsland

Brampton

Carlisle

Abbey Jun.

Wigton

Wreay

Armathwaite

Lazenby

Penrith

Plumpton

Blencow

Troutbeck

Penruddock

Threlkeld

Keswick

Whitehaven

St Bees

St Bees Hd

Egremont

Cleator Moor

Frizington

Workington

Harrington

Bassenthwaite

Maryport

Flimby

Broughton

Silloth

Abbeytown

Wigtown

Whauphill

Port William

Isle of Whithorn

Burrow Hd

Drummore

Portpatrick

Stranraer

Newton Stewart

Glenluce

Castle Douglas

Gatehouse of Fleet

Kirkcudbright

Dalbeattie

Southwick

Auchencairn

Creetown

Palnackie

Kippford

Borgue

Rockcliffe

Sandyhills

Dalswinton

New Galloway

New Luce

Penkiln

Moniaive

Thornhill

Sanquhar

Kirkconnel

Wanlockhead

Leadhills

Elvanfoot

Abington

Crawford

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Mauchline

Catrine

Hurlford

Kilmarnock

Stewarton

Dunlop

Lugton

Barrmill

Beith

Glengarnock

Kilbirnie

Dalry

Saltcoats

Ardrossan

Irvine

Troon

Prestwick

Ayr

Maybole

Girvan

Ailsa Craig

Pinwherry

Barrhill

Colmonell

Dailly

Burn

Turnberry

Maidens

Dunure

Culzean

Fair Hd

Auchendrane

Alloway

Monument

Brig o' Doon

Patna

Dalmellington

Waterside

Cronberry

Muirkirk

Auchinleck

Cumnock

New Cumnock

Old Cumnock

Leadhills

Wanlockhead

Sanquhar

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Wigton

Wreay

Armathwaite

Lazenby

Penrith

Plumpton

Blencow

Troutbeck

Penruddock

Threlkeld

Keswick

Whitehaven

St Bees

St Bees Hd

Egremont

Cleator Moor

Frizington

Workington

Harrington

Bassenthwaite

Maryport

Flimby

Broughton

Silloth

Abbeytown

Wigtown

Whauphill

Port William

Isle of Whithorn

Burrow Hd

Drummore

Portpatrick

Stranraer

Newton Stewart

Glenluce

Castle Douglas

Gatehouse of Fleet

Kirkcudbright

Dalbeattie

Southwick

Auchencairn

Creetown

Palnackie

Kippford

Borgue

Rockcliffe

Sandyhills

Dalswinton

New Galloway

New Luce

Penkiln

Moniaive

Edinburgh

Glasgow

Leith

Dunbar

Haddington

Innerwick

Cockburnspath

St Abbs Hd

Grants House

Eyemouth

Burnmouth

Reston Jun

Chirnside

Ayton

Berwick

Tweedmouth

Goswick

Holy I.

Farne Is

Seahouses

Dunse

Greenlaw

Coldstream

Northam

Belford

Lucker

Chathill

Christon Bank

Longhoughton

Alnmouth

Alnwick

Warkworth

Amble

Chevington

Newbiggin

Morpeth

Bedlington

Hartley

Seaton Sluice

Blyth

Tynemouth

North Shields

South Shields

Monkseaton

Whitley

Percy Main

Tynemouth

Newcastle

Gateshead

Sunderland

Seaham

Hartlepool

West Hartlepool

Ferryhill

Sedgefield

Durham

Bishop Auckland

Shildon

Newton Aycliffe

Darlington

Stockton

Middlesbrough

Redcar

Saltburn

Whitby

Scarborough

Filey

Bridlington

Driffield

Hornsea

Beverley

Hull

Goole

Barton

Grimsby

Cleethorpes

Immingham

Spurn Hd

Selby

York

Harrogate

Ripon

Northallerton

Thirsk

Pickering

Malton

Scalby

Robin Hoods Bay

Whitby

Saltburn

Redcar

Middlesbrough

Stockton

Darlington

Richmond

Scotch Corner

Barnard Castle

Bowes

Kirkby Stephen

Appleby

Penrith

Shap

Tebay

Low Gill

Sedbergh

Kendal

Windermere

Ambleside

Grasmere

Keswick

Patterdale

Stainmore

Barras

Hawes Junction

Hawes

Askrigg

Aysgarth

Wensley

Leyburn

Jervaulx

Masham

Bedale

Thirsk

Helmsley

Kirkby Moorside

Pickering

Levisham

Lockton

Goathland

Whitby

Robin Hoods Bay

Ravenscar

St George's Channel
Bristol Channel
ENGLISH CHANNEL
CHANNEL ISLANDS
Cardigan
Fishguard Harbour
Lampeter
Builth Wells
Llandovery
Brecon
Talyllyn Jun.
Three Cocks Jun.
Hereford
Great Malvern
Evesham
Honeybourne
Banbury
Buckingham
Aylesbury
Bicester
Oxford
Cheltenham
Gloucester
Stroud
Cirencester
Tewkesbury
Ledbury
Ross
Monmouth
Abergavenny
Merthyr
Pontypool
Chepstow
Newport
Cardiff
Swansea
Llanelly
Carmarthen
Llandilo
St Davids
Haverfordwest
Milford Haven
Pembroke
Tenby
Bristol
Bath
Chippenham
Swindon
Didcot
Wantage Rd
Wallingford
Henley
Maidenhead
Windsor
Reading
Basingstoke
Newbury
Hungerford
Devizes
Frome
Wells
Glastonbury
Weston super Mare
Bridgwater
Taunton
Barnstaple
Ilfracombe
Watchet
Minehead
Lynton
Lynmouth
Dunster
Burnham
Highbridge
Axbridge
Cheddar
Yeovil
Yeovil Jun.
Sherborne
Crewkerne
Ilminster
Chard
Chard Jun.
Beaminster
Wimborne
Poole
Bournemouth
Dorchester
Weymouth
Bridport
Lyme Regis
Honiton
Exeter
Okehampton
Tiverton
Tiverton Jun.
Yeoford
Crediton
Sidmouth
Sidmouth Jun.
Seaton
Seaton Jun.
Colyton
Axminster
Topsham
Exmouth
Budleigh Salterton
Otterton
Dawlish
Teignmouth
Torquay
Paignton
Brixham
Kingswear
Totnes
Dartmouth
Kingsbridge
Start Pt.
Plymouth
Devonport
Launceston
Tavistock
Bude
Holsworthy
Hatherleigh
Boscastle
Tintagel
Camelford
Wadebridge
Padstow
Newquay
Bodmin
Truro
Falmouth
Penzance
St Ives
St Just
Marazion
Helston
Redruth
Camborne
Hayle
Perranporth
Lands End
Isles of Scilly
St Mary's
Hugh Town
St Agnes
New York to Southampton 3110 miles
Gibraltar to Plymouth 1050 miles
Cape Town to Southampton 5950 miles
Plymouth to Southampton 130 miles
Cork to Plymouth 224
to London 520 miles
Cork to Bristol 228 miles
London to Liverpool 638 miles
Weymouth to London 512 miles
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83 miles
87 miles
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Strait of Dover
Calais
Boulogne
Dover
Folkestone
Ramsgate
Margate
Canterbury
Richborough
Deal
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Maidstone
Tonbridge
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Aldershot
Farnham
Alton
Andover
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Fareham
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Worthing
Brighton
Hastings
St Leonards
Eastbourne
Lewes
Newhaven Harb.
Rye
Dungeness
Hythe
Sandgate
Folkestone
Dover
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Broadstairs
Margate
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Whitstable
Faversham
Sittingbourne
Chatham
Rochester
Gravesend
Tilbury
Southend on Sea
Sheerness
Queenborough
Clacton on Sea
Harwich
Felixstowe
Ipswich
Sudbury
Colchester
Braintree
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Chelmsford
Southminster
Burnham on Crouch
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Dunmow
Harlow
Hertford
Watford
St Albans
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Luton
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Leighton Buzzard
Bletchley
Buckingham
Towcester
Brackley
Banbury
Kineton
Broom Jun.
Pershore
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Worcester
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Tewkesbury
Ledbury
Ross
Monmouth
Abergavenny
Merthyr
Pontypool
Chepstow
Newport
Cardiff
Swansea
Llanelly
Carmarthen
Llandilo
St Davids
Haverfordwest
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Tenby
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Hereford
Great Malvern
Evesham
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LONDON AND ITS ENVIRONS

Edited by FINDLAY MUIRHEAD, M.A.

30 MAPS AND PLANS

Fourth (Revised) Impression

1919

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THE BLUE GUIDES

ENGLAND

EDITED BY

FINDLAY MUIRHEAD, M.A., F.R.G.S.

75 MAPS AND PLANS

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Motoring. Some of the chief motoring-routes in England are briefly detailed, in connection with the corresponding railway-routes, from information courteously supplied by the Automobile Association. Motorists will thus find the Guide not only useful in itself but also conveniently adaptable to their special needs, though it is not intended to supersede the formal road-book.

In issuing this second volume of the Blue Guides Series it is, as it was in the case of the *Guide to London*, the Editor's pleasant duty to acknowledge cordial and generous assistance from many quarters, both official and private, which has added much to the authoritative character of the Guide. It will not be invidious if he specially thank the Deans of the English Cathedrals, who in nearly every case interested themselves in the descriptions of the fabrics entrusted to their care; the Curators of museums, art galleries, and libraries, who revised the accounts of these institutions; the Proprietors of historic mansions and art collections, who kindly checked the conditions on which the public are admitted to view their possessions; and the Town Clerks, who courteously supplied many details otherwise unattainable. To Professor Lethaby the Editor is indebted for many suggestions, as well as for unpublished notes on some of the Cathedrals; to Sir Sidney Lee for suggestions as to Stratford-on-Avon; and to Mr. F. Bligh Bond for his revision of the account of Glastonbury. In the collection and treatment of his materials the Editor has been aided throughout the volume by the experienced skill and advice of Dr. J. F. Muirhead, and by the trained alertness of Mr. H. A. Piehler. The Guide owes much also to the extensive knowledge of England of Mr. J. E. Morris and of Mr. G. T. Pilcher, both of whom read many of the proof-sheets. The former contributed also most of the material for the account of Northumberland, Durham, the Derbyshire Peak, and the Dukeries, while similar service was done for the Isle of Wight by the Rev. G. E. Jeans, for the Lake District by Mr. W. T. Palmer, and for the Channel Islands by Mr. E. T. Nicolle.

Advertisements of every kind are rigorously excluded from this and every other volume of the Blue Guides Series.

4a Bloomsbury Square, W.C. 1.

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Explanations

Maps and Plans. For convenience in handling the Guide on the spot the maps and plans throughout the text are inserted, as far as practicable, immediately *after* the matter to which they relate.

Type. The main routes are described in large type, smaller type being used for branch-routes and excursions, for historical and preliminary paragraphs, and (generally speaking) for descriptions of minor importance. An effort has been made to avoid inflicting on the traveller long paragraphs in small print to be read within poorly lighted buildings.

Asterisks indicate points of special interest or excellence.

Populations are given according to the census of 1911.

Abbreviations. In addition to generally accepted and self-explanatory abbreviations, the following occur in the Guide:

B. = Breakfast.
c. = circa (about).
D. = Dinner.
Dec. = Decorated.
E.E. = Early English.
flor. = floruit (flourished).
G.C.R. = Great Central Railway.
G.E.R. = Great Eastern Railway.
G.N.R. = Great Northern Railway
G P.O. = General Post Office.
G.W.R. = Great Western Railway.
H.M.S. = His Majesty's Ship.
I.W.C.R. = Isle of Wight Central Railway.
I.W.R. = Isle of Wight Railway.
L. = Luncheon.
L. & N.W.R. = London and North-Western Railway.
L. & S.W.R. = London and South-Western Railway.
L. & Y.R. = Lancashire and Yorkshire Railway.
L.B. & S.C.R. = London, Brighton, and South Coast Railway.
m. = mile.
Met. = Metropolitan.
Mid. & S.W. = Midland and South-Western.
M.R. = Midland Railway.
N.B.R. = North British Railway.
N.E.R. = North-Eastern Railway.
P. & O. = Peninsular and Oriental.
pens. = pension (board and lodging).
Perp. = Perpendicular.
Pl. = Plan.
R. = Room.
Rfmts. = refreshments (usually railway refreshment room).
Rte. = Route.
S. & D. = Somerset and Dorset.
S.E. & C.R. = South-Eastern and Chatham Railway.
seq. = sequentia, etc. (following).
s.s. = Steamship.
Trans. = Transitional.
Y.M.C.A. = Young Men's Christian Association.

AN INTRODUCTION TO THE STUDY OF ENGLISH MONUMENTS

By Professor G. Baldwin Brown

This Introduction aims at placing the traveller in a position to study with pleasure and profit the older monuments in which is enshrined a large part of English history. There are so many classes of these, and in most of the classes so many examples of outstanding interest, that no detailed analysis or descriptive catalogue can be attempted. It will be enough if the reader obtain some guidance what to look for in his wanderings, how to place in thought the monuments in their relation to the national life, and what qualities to note in characteristic specimens of each class. The term 'monument' includes not only objects like prehistoric earthworks or sculptured churchyard crosses, but also buildings such as churches, town halls, manor houses, and castles.

The Introduction falls into two parts. In the first the monuments are noticed from the general point of view of religious and social history, while in the second they are briefly analysed from the standpoints of style and of technique, and an estimate is offered of their æsthetic value. In both cases a question may arise as to originality. Many of our older writers on antiquities overestimated foreign influence on our permanent monuments, and ascribed a Continental origin to any ancient portable objects of special interest and beauty. This tendency has now been corrected, and the old English craftsman is recognized as capable of artistic work of the same character as the best that is found on the Continent, so that in almost every kind we can show one or more examples of native origin equal to anything abroad, while if the successive styles in our monuments have been to some extent of foreign derivation, yet in every case the exotic elements were worked into English forms, and the resultant product bears a thoroughly national stamp.

I. ENGLISH MONUMENTS IN THEIR HISTORICAL SETTING

The continuous history of English monuments begins in early Anglo-Saxon times, though of prior date there are considerable Roman, British, and also pre-historic remains. From the limited outward apparatus of civilization as it existed in this island in the time of Bede or of Alfred there has been evolved the extensive

mediæval display of imposing and ornate structures, corresponding to an elaborate ecclesiastical, military, ceremonial, and domestic life; while, though there is a gap between mediæval and modern, there is no real break of continuity through the later periods of our history. On the other side the relations between Anglo-Saxon and Romano-British social arrangements and monuments are by no means close, and with the relics of pre-historic times historical continuity is slight. It will be convenient accordingly to start at the point where continuous history begins, and to look from there both forwards and backwards, on the one side to mediæval and modern developments, and on the other to the interesting but isolated phenomena of the earlier epochs.

The Country Village. The English country village is an early Anglo-Saxon creation, and it has remained throughout our history a characteristically national institution. If therefore the reader's attention be directed first to the country rather than to ports and cities, he will find there the kernel of English social development, for the village not only preserves in essentials its original form but it has expanded into the town, so that, not of course all, but a large number of our present great urban centres began as rural hamlets. The villages in question, best represented in the Midlands and Eastern Counties, were isolated foundations, formed quite independently of the then existing land routes of communication, the Roman roads, on which they are scarcely ever found, but linked to each other by local lanes out of which at a much later date the present system of main and by roads was evolved. The principal features of the settlements have remained practically the same throughout history. There are two classes of domicile, the Cottages of the peasantry, and the great houses of which the Hall or Manor House of the local squire or lord is the most important. The hall stands apart, but the cottages may cluster about the village green, the place of meeting and recreation of the original settlers. Villagers and lord together gave to the place its appellation, for a name like 'Cottingham' means the home of the kinsmen or retainers of Cotta, the original leader of the particular band of immigrants. Somewhat later came the Church, built as a rule originally by the lord but for the common use. This church, altered, added to, rebuilt, from age to age, is the dominant feature in the settlement, and often in its size and richness seems now out of all proportion with its homely surroundings. In all Europe there is no class of monuments more full of varied interest than English country churches, for, belonging as they have done on the one hand to the great and on the other hand to the simple, they enshrine a large part of the social history of the land, while in their fabric and fittings they represent all the artistic styles that have prevailed since Anglo-Saxon times. The hall and the cottage, both prior to the church, have like it changed from age to age, the former assuming for a time a military character to become once

more the open mansion it has since remained, and displaying architectural and decorative forms which are an epitome of the national art; the latter retaining its humble proportions but exhibiting on the small scale a use of stone and brick and tiling and thatch, of timber and of plaster, that is an ever fresh delight to the artistic eye.

Pre-Saxon Monuments. The Teutonic immigrants did not settle either on the Roman roads or in the Roman cities, nor did they take over from the Romanized Britons their *oppida* (forts and places of refuge) or their hamlets. It is true that in the West of England, on the borders of the still Celtic parts of the country, the earlier British centres of the rural population may have influenced the situation and form of the Teutonic ones; and here, at *Glastonbury* (p. 154), *Woodcuts* (p. 149), and *Rotherley* (p. 149), such centres have left visible traces. Portable objects found on these sites are to be seen in the museums at Taunton (p. 158) and Farnham (p. 149). The villages were built of wood, sometimes, as at Glastonbury, on piles among marshes. As regards the country in general, however, Romano-British villages are little in evidence, and do not seem to have affected Teutonic modes of settlement. The one point of connection is the cemetery, for in funeral arrangements, if there be not actual continuity, a certain affiliation is to be traced. The Anglo-Saxon cemetery was generally at a little distance from the settlement, and, where it has been discovered, the site of it will be locally known though the excavations have almost always been filled in. Portable objects of interest found in these cemeteries are preserved in the British Museum and in numerous local museums, such as those at Liverpool (the best of all), Oxford (Ashmolean) Cambridge (Archæological Museum), Maidstone, Lewes, Reading, Devizes, Norwich, Leicester, Northampton, Hull, and York. Traces of earlier burials are often detected among those of the Saxons, and the form in which the Saxon graves were sometimes marked above ground, by a round tumulus, was perhaps adopted from the earlier inhabitants. Above *Barham* station (p. 32) in Kent is a good group of round tumuli in which Anglo-Saxon or rather Jutish burials were found, while similar tumuli of earlier date are common on the downs in the South of England, in Wiltshire, especially near *Stonehenge* (p. 116), in Derbyshire, and on the Yorkshire Wolds. These belong sometimes to the Early Iron, but in most cases to the Bronze Age, and may date from near the Christian era to as far back as about 1800 B.C. They are found in conjunction with the 'long barrows' (p. xx) that belong to the previous Age of Stone. To the Stone Age appertain the large and interesting class of ancient remains known as Rude Stone Monuments, and these, which are of unknown date and ethnic origin, are in this way brought into some sort of connection with the historical period from which we have journeyed back to them.

Roman and Pre-Roman Roads and Tracks. With regard to the Roman roads in England, it is enough for the present purpose to know that there exist long stretches where the general line of the thoroughfare is unquestionably Roman. The longest of these is the so-called *Fosse Way* that can be traced, with almost complete continuity, from Lincoln through Newark and Leicester to the south-west by Cirencester, Bath, and Exeter. Next comes the *Watling Street*—the name has never been satisfactorily explained—from London by St. Albans to Wroxeter near Shrewsbury and on to Chester, the road running parallel to the L. & N.W. Railway, and still in use in almost all its length as a thoroughfare. The road best marked of all is that part of the *Ermine Street* connecting London with the North, that runs from near Stamford to the Humber, and in an almost straight course of some 60 miles passes through only two inhabited places, Ancaster and Lincoln, both of which are Roman.

The Roman roads lie in part along the lines of earlier British or pre-British trackways, and such trackways, utilized or not utilized by the Romans, can be traced sometimes for long distances. The so-called *Icknield Street* (p. 133) is such an old route, probably pre-historic, along the Berkshire downs and the Chilterns. The *Peddar's Road* (p. 542) through Norfolk is another, and of pre-historic date also must be the route along the North Downs from Farnham to Canterbury and the Kentish sea-ports, that is known as the *Pilgrims' Way* (p. 16) from its later use by travellers to the shrine of Thomas Becket at Canterbury. The study of these ancient thoroughfares is in more than one aspect of fascinating interest, and the following of them as of the Roman roads takes the explorer away from the centres of population into regions that have their own special charm, and that furnish a surprise to those who have been told that England is a thickly peopled land.

Roman Towns in England. The Roman roads connect the Roman towns. In most cases these are now inhabited places, but the sites of some very important towns are desolate and offer a rich field to the modern explorer. Some held official rank as colonies or municipalities—*Verulamium* (St. Albans), *Lincoln*, *York*, *Colchester*, and *Gloucester*—and the largest of the rest were cantonal capitals, called 'civitates' (whence our word 'city'), the Romanized centres of the local British tribes. One, *Calleva Atrebatum*, now Silchester (p. 293), a deserted site, has been completely uncovered and explored, and it is said to be the only Roman town in the whole empire of which this can be averred. Another, *Viroconium*, now Wroxeter (p. 274), which was in a like condition, is now undergoing the same process. There were many other smaller centres of urban life and two exceptional places, *Londinium* (London) and *Aquæ Sulis* (Bath), the former the commercial centre of Roman Britain and the point from which the main roads radiated, and the latter a resort for hot baths and recreation. Beside these towns

there was a large number of military stations and forts, mostly of course on the sea-coast and along the N. and W. frontiers of the Britannic provinces.

Excavations made on these Roman sites are generally filled in afterwards, and movable objects, architectural members, inscribed slabs, mosaic pavements, fragments of statuary, etc., have been placed in museums of which those at London (the London Museum and the Guildhall), York, Colchester, Leicester, Cirencester, Caerleon-on-Usk, Chester, Dorchester, Reading (for Silchester), Aldborough (Yorks), and Carlisle may be mentioned. Roman architectural monuments above ground and still in situ may be seen at *Bath* (greatly restored), *Dover*, *Wroxeter*, *Corbridge*, *Chesters*, etc., but the class of structure chiefly represented is the wall with its towers and gateways. The Multangular Tower at *York* with the curtain wall adjacent to it (p. 472); the Jewry Wall at *Leicester* (p. 356); perhaps the western gate of Ratæ, as the place was called; the massive stone Newport Arch in the wall of *Lincoln* (p. 517); the W. wall with its Balkerne Gate at *Colchester* (p 545), are noteworthy, but many of the forts and stations possess fairly well preserved enceintes. *Portchester* (p. 71), *Pevensey* (p. 43), *Richborough* (p. 35), and *Burgh Castle* (p. 557) are examples in the South, but nothing here approaches in magnitude and interest the great monument of the North, the *Roman Wall* (p. 506) between the Tyne and the Solway, with the numerous stations and forts along its course. It should be noted that there are no Roman bridges in Great Britain, but the lower part of the stone piers that supported one over the North Tyne are to be seen at *Chesters* (p. 507), an important station on the Wall near Hexham The bridge was probably not arched, but the roadway was carried over on wooden planking.

The remains of Roman Villas have been found in many parts. Those at *Bignor* (p. 63), *Chedworth* (p. 261), and *Woodchester* (p. 142) are perhaps the best known. Many of them combined the country house with the farm after a fashion that still survives. They seem to have been laid out on a plan common in Gaul and Britain in town and country alike, with rooms opening on a corridor arranged on the three sides of a square with an open court in the middle. There were hypocausts, and the rooms had handsome mosaic pavements, fine examples of which may be seen at *Aldborough* (p. 485) and other places, as well as in the museums.

British and Pre-British Villages and Forts. Traces of early habitations of the Bronze and also of the Neolithic Stone Age exist in the form of 'pit dwellings' and 'hut circles,' well represented on *Hayes Common* (p. 15) in Kent. Here are circular depressions in the ground from 6 to 30 ft. in diameter and 2 to 6 ft. deep, each surrounded by a bank formed of the excavated earth with a gap in it for admission to the interior. On this bank was a structure of boughs covered with thatching or skins and drawn

together to a point at the top where a hole might be left for the egress of smoke. A cluster of the huts thus formed was sometimes within an enclosure, as at *Grim's Pound* (p. 174) on Dartmoor, so that the site might be regarded as a fort, but a simple kind of defence round a dwelling or a group of these may only be a protection against wild beasts, and the word ' fort ' is best retained for works of a more distinctly military order.

These take the form of earthworks of various kinds, some of which are among the most imposing monuments of the sort in existence. They occur all over the country but are specially well represented in the S.W. counties. It is notoriously difficult to tell their dates, and a leading authority has stated that "of all the many thousands of earthworks of various kinds to be found in England, those about which anything is known are very few." Shape and character are doubtful indications. It may be said, however, that forts on positions of great strength or elaborately defended are not Roman. A Roman fortified station will probably be of a rectilinear shape with rounded corners and will be on a valley site, chosen of course by a military eye, either between two converging streams or with one side parallel to a watercourse. Hill forts and Cyclopean defences are not Roman but are generally of much earlier date, though some may be of later origin. They may be divided into (1) Summit Forts, of which an example is *Hod Hill* (p. 149), in Dorset, with a double line of earthworks round the hill-top enclosing some 50 acres; (2) Promontory Forts, as for instance the lines of entrenchment cutting off on the land side the headland of *Flamborough* (p. 476), ascribed popularly to the Danes, but much older; and (3) Hill Forts, not on summits but on well-chosen defensible positions made stronger by art. The stupendous earthworks in complicated and multiplied lines at *Maiden Castle* (p. 122), in Dorset, with their outworks like demi-lunes to protect the entrances, take easily in this kind the place of honour. *Cissbury Hill* (p. 50), in Sussex, is a fort evidently intended to command access to the interior of the country through Shoreham Gap. *Chanctonbury Ring* (p. 62), in the same district, is a landmark for all that part of England. *Anstiebury Camp* (p. 55), on Leith Hill, is well marked. These have been pronounced Neolithic in origin though occupied by the British. It has been argued that they were places not of residence but of temporary refuge, and the absence of any visible provision for a water supply is in favour of this view.

Distinct from these strongholds are the long lines called ' Dykes,' consisting of an earthen mound and a ditch, that can be traced in different parts of the country sometimes for many leagues. A very fine one, locally termed the *Devil's Dyke* (p. 537), crosses Newmarket Heath and is well seen from the railway between Bury and Cambridge. The ditch is on the N.W. side, and from the bottom of this to the top of the mound is a vertical height of 30 ft. The *Wansdyke* (p. 119) runs from the Severn to Savernake Forest.

Bokerley Dyke (p. 117), a dozen miles to the west of Salisbury, can be dated by coins found buried in it to late Roman times, and it was probably a British defence against the Saxon invaders. The latter followed at a later time the example thus set, and *Offa's Dyke* (p. 226) was intended to secure the frontier of Mercia against the Welsh. Certain earthworks, resembling in their rectangular form the camps of the Romans, may be ascribed to the Danes, who raised them to protect alike their armies and their ships. These are works on three sides of a square, the fourth side being open to a river or creek where the ships would be drawn up. At *Shoeburyness* (p. 543) and *Benfleet* (p. 543), in Essex, remains may be seen, and probably also at *Appledore* (p. 42) in Kent.

Sepulchral Barrows of the Early Historic and Pre-Historic Periods. It has been noted that the Anglo-Saxon settlements are connected by a slender link with earlier periods through the feature of tumulus burial. The Anglo-Saxon period itself, and generally the period of the Teutonic migrations in the early Christian centuries, is called the Second Iron Age, and was preceded by the First, or Early, Iron Age, dating in this part of Europe from about 500 B.C. Previous to this the principal metal used for implements and weapons was bronze, and the Bronze Age extends in these lands backwards from the date just given to about 1800 B.C. Prior to this we are in the Stone Age, which with its various subdivisions stretches back for tens of thousands of years. The artistic remains of the Early Iron Age are described as 'Late Celtic,' and consist of portable objects, sometimes of great beauty, that have come to light partly in hoards or accidental deposits and to a modified extent in tombs in or under tumuli or barrows of a circular form. Many of these, varying in diameter from about 15 to 40 ft., occur on the Yorkshire Wolds. Specimens of the contents may be seen at the British Museum, at York, and at Hull. Similar barrows contain burials of the earlier Bronze Age, but there is a marked difference in the modes of interment, as well as in the skeletons. The Anglo-Saxons were usually laid out at full length in their graves, and the bodies of the First Iron Age people were sometimes so disposed, though more often they are found in the crouching position with the knees drawn up, not uncommon in early burials in general. In the barrows of the Bronze Age burial was very commonly though not always in the cremated form, only the ashes of the burned body being preserved. These barrows are common on the Yorkshire Wolds, on the chalk downs of Southern England, and especially in Wilts, where the museum at Devizes (p. 119) contains a selection from their contents, in which pottery is conspicuous. If there be metal it is either bronze or gold. Bronze Age barrows range in diameter from 20 to 150 ft. and are classified according to their shape. The earliest are in shape like a shallow inverted bowl and are specially represented in Wiltshire. They are called 'bowl

barrows.' Around Stonehenge and elsewhere is a later kind known as the 'bell barrow,' of a more conical and higher form that is emphasized by its being surrounded by a ditch. The latest form is that of the 'disc barrow,' of very slight elevation but marked by an encircling ditch and outer bank. They are also common near Stonehenge, which seems to have attracted burials round it in pagan times just as did Clonmacnois in Ireland in early Christian days.

As we go farther back we pass from the Bronze Age to that of Stone and to the funeral arrangements of another and earlier race. The bodies, usually buried not burned, are found in well-constructed barrows of a larger size and elongated form, called 'long barrows,' lying generally E. and W. with the E. end broader and higher than the other. They are most common in the S.W. counties but are nowhere numerous. No metal except occasionally gold is found in them The internal arrangements of these barrows are interesting. They are usually, as it is called, 'chambered,' that is the body is placed in a cell built of rough stones accessible by a gallery running from the outer face of the mound. Such a cell is a form of the so-called Rude Stone Monument, a characteristic product of the later or Neolithic Stone Age, and is really a small dolmen.

Rude Stone Monuments. These consist in the following kinds, distinguished by names derived from the speech of Brittany, where the monuments are more fully represented than anywhere else in the world. The first is the single upright stone or 'Menhir.' The second, called an 'Alignment,' consists of a row or rows of stones arranged avenue fashion in two or more files. In the third form the upright stones are arranged in the form of a circle in a single or double line, and this is called a 'Cromlech,' the first syllable implying curvature. [In Ireland, Wales, and Devon, and also in Cornwall, the word 'cromlech' is used erroneously for the monument properly called a 'dolmen.'] Lastly comes the 'Dolmen,' or stone table, which is formed by one or more flat stones laid horizontally on the tops of a number of upright stones, all forming together a roofed and wholly or partly enclosed chamber. The characteristic of all these monuments is that the stones appear to be as large as could be procured, and are used almost universally in their native state as found in the open, without quarrying and without shaping or smoothing. The only exception in this country is in the case of *Stonehenge* (p. 116).

Isolated menhirs, 10 or 20 ft. high, occur, such as one in the churchyard of *Rudston* (p. 477), near Bridlington, that rises 25 ft. above the ground, or the three in a row averaging 20 ft. in height near *Boroughbridge* (p. 485), Yorkshire, but they are more commonly found in conjunction with stone circles, as in the case of the monolith called *Long Meg* (p. 411) in Westmorland. The best example of the alignment is in the *Vale of the White Horse* (p. 133) in Berkshire, where there are about 800 stones, and there are other

examples on *Dartmoor* (Rte. 24), but this form of monument is much better represented in Brittany. The cromlech or stone circle appears in different parts of the country. The finest of the kind existed at *Avebury* (p. 119) in Wilts, where, however, the whole work is greatly ruined, only about a score out of 650 stones being now standing. Apart from Stonehenge there are fairly complete circles at *Stanton Drew* (p. 120), *Arbor Low* (p. 376), *Boscawen-un* (p. 186), *Keswick* (p. 423). Of English dolmens the best known is *Kit's Coty House* (p. 20) in Kent.

There has been much discussion as to the original appearance and destination of these immense works. In the view of Lord Avebury all these kinds of monuments were parts of one common plan and had all a funereal intention: the dolmen was a sepulchral chamber embedded in the heart of a tumulus; the stone circle surrounded the tumulus and served to keep in the earth; the alignments marked ceremonial paths of access to the whole; the menhir was set up as memorial on the top of the mound. This may have been sometimes the case, but cannot be taken as of universal application. In the monuments generally M. Déchelette sees "the proud effort of some dominant race, avid to affirm its power by gigantic and imperishable achievements," and they are certainly among the most impressive relics left to us from the past.

The Village Church and its Adjuncts. Retracing our steps to the point from which a start was made and turning in the opposite direction, we may regard the monumental history of England in mediæval and more modern times as to a large extent a development from village structures. Domestic architecture in its simpler and its more ambitious forms is evolved from Cottage and Hall; civil architecture draws from the same origin through the Town, which is a growth from the Village. In religious buildings, on the other hand, though the Church with its fittings and adjuncts remains throughout a purely native product, it cannot claim to account for the greater churches of monastic or cathedral order, which have derived their main elements from Continental sources. The village church is practically always of Saxon, though generally of late Saxon, foundation, and Saxon work remains visible in from two to three hundred existing examples. Its most interesting early adjunct is the churchyard cross and memorial tombstone, which have come down to us in many hundreds of examples, whole or in fragments, to be found chiefly in the Northern and North Midland counties. They are the prototypes of later examples, such as the well-preserved cross at *Somersby* (p. 523). It is worth noting that the cross is in tradition older even than the church, for such signs were set up by early missioners to mark preaching stations before a place of meeting could be built. In the churchyard at *Bewcastle* (p. 506), in Cumberland, there still stands a memorial cross of the 7th cent., and later examples, also apparently still in

situ, are to be seen in the churchyards at *Irton* (p. 413), *Halton* (p. 409), *Nunburnholme* (p. 480), *Sproxton* (p. 354), *Ilam* (p. 376), *Muncaster* (p. 413), and *Gosforth* (p. 440).

Anglo-Saxon memorial crosses not in connection with churches may be seen at *Sandbach* (p. 251) and at *Stapleford* (p. 401), and such too have their successors in similar monuments of mediæval date, such as those connected with Queen Eleanor at *Northampton* (p. 240), *Geddington* (p. 354), and *Waltham Cross*. In towns the market cross or surviving portions of it furnish some interesting bits of mediæval work, and the cross at *Chichester* (p. 65) is one of the best examples dating from about 1500. There is a Gothic cross at *Malmesbury* (p. 134), and another of the 15th cent. at *Newark-on-Trent* (p. 392).

The Growth and Equipment of English Towns. Many towns have had their ancient physiognomy obscured by urban features that are the distinctive product of the modern industrial era, while in a large number the old balance of the plan has been upset by the railway, which, as at *Durham* or *Derby*, has made the passenger or goods stations centres of new residential and business quarters. Some of the largest towns and almost all the smaller ones grew out of country villages, and in the case of the former, as for example *Birmingham, Bradford, Leeds, Sheffield*, the fact that there is only one parish church of old foundation is an indication of this. The numerous later churches are 'chapels-of-ease' with parishes carved out of the original one. The market-place may often be a survival of the village green. Other towns are of Roman origin, and here it must not be assumed that the streets still run on Roman lines, for in practically every case the Roman city lay waste for some centuries and was re-founded in later Saxon times, as *London* was by Alfred, *Chester* by his daughter Ethelfleda. At the same time, in many of these cities, such as *Exeter, Chichester, Gloucester*, the two main streets crossing at right angles in the centre do represent the old Roman tradition of town planning. Towns might also arise out of some local occupation, as *Yarmouth* is said to have sprung from the herring fair, and as seaports generally have grown. Much interest attaches to towns that began with the settlement of a nucleus of population about the gates of a castle or abbey. *Windsor, Ludlow*, and *Durham* are good examples of the former; *Westminster, Evesham, Bury St. Edmunds*, and *Peterborough*, of the latter. The market-place of the last named just outside the abbey gateway is significant.

Apart from the churches (p. xxvi) there will be found in very many of our older towns great and small semi-religious buildings of mediæval date, in the form of hospitals, colleges, almshouses, and the like, that often possess an indescribable æsthetic and historical charm. The most interesting perhaps in its way is *St. Mary's Hospital* at Chichester (p. 67), but there may be mentioned also the *College of All Saints*, Maidstone (p. 21), *Whitgift Hospital*,

Croydon (p. 43), *Abbot's Hospital*, Guildford (p. 57), *St. Peter's Hospital*, Bristol (p. 137), *Leycester's Hospital*, Warwick (p. 340), *Chetham Hospital*, Manchester (p. 231), *St. William's College*, York (p. 471), and, above all, *St. Cross* (p. 78) outside Winchester, an early mediæval almshouse with a noble church. In respect of ancient secular buildings of a public kind English cities are not so well provided as those in some parts of the Continent. The mediæval Town or Trade Hall, so conspicuous an ornament of Flemish cities, is not an English feature, though there are mediæval guildhalls at *London*, *York*, and *Coventry*. Those at *Lynn* and *Worcester* are respectively Jacobean and Queen Anne in style, but buildings of this kind are mostly with us of more modern date. The smaller country towns often exhibit in their market-places arcaded structures connected with a covered hall and offices, of a date one or two centuries back, that were employed for purposes of trade. They are picturesque and characteristic features that should not escape notice. One of the best is the Yarn Market at *Dunster* (p. 159), of about 1600. In many towns as in country villages the inn will be found to be a house of considerable antiquity. The growth of the inn can be traced back to early Saxon times, and it is quite one of the ancient institutions of the country. From London the old inns have almost disappeared, but the so-called 'New Inn' at *Gloucester* (p. 253), the 'Angel' at *Grantham* (p. 391), the 'George' at *Glastonbury* (p. 154), and others, are mediæval hostelries. There must not be left without mention the stone bridges of mediæval date still fairly numerous. Northamptonshire has some good examples with pointed arches and picturesquely planned piers. The bridge across the Tweed at *Berwick* (p. 497), of the time of James I, is one of the most notable. A unique curiosity is the triangular bridge at *Crowland* (p. 390) in Lincolnshire, dating in its present form from the 14th century.

Military works are in evidence in the case of numerous English towns. Many of these were fortified under Alfred and Edward the Elder in connection with the Danish wars, but it is impossible to identify with certainty any existing remains. At *Eddisbury* (p. 223), however, though this is not a town, the Anglo-Saxon enceinte constructed by Ethelfleda is still well preserved. At the same period the Roman walls of cities were repaired, but in the case of these what we see now, as at *Chester*, *Exeter*, and *York*, is not save in some fragments Roman or even Saxon but of later mediæval date. Remains of mediæval walls are to be seen as parts of the enceinte of many English towns, such as *Oxford*, and an imposing gateway, as at *Canterbury*, *Southampton*, *Winchester*, *Warwick*, may survive when the walls have almost wholly disappeared.

The Monastery in England. If the village church is on the whole the most interesting, the cathedral is the most important religious monument in the country, but no treatment of English cathedrals is

possible without previous reference to the Monastery. English monasteries may be divided into three main classes: (1) the older Benedictine abbeys, mostly founded before the Norman Conquest; (2) establishments housing communities of the various monastic and canonical Orders of later mediæval times—the Cistercians and the Carthusians, the Augustinians with their offshoots, and the later Military Orders, the Templars and Hospitallers; (3) the houses of the so-called Mendicant Orders (friars; not monks nor canons), originating in the 13th cent. and known in popular parlance as the Grey Friars (Franciscans), Black Friars (Dominicans), White Friars (Carmelites), and Austin Friars.

We are not concerned with the differing constitutions and principles of these religious bodies but only with the situation and arrangement of their houses. Those of the older Benedictines sometimes grew up round the solitary cell of some recluse of notable sanctity, and were in consequence, like *Crowland* (p. 390) in the fen country, founded on deserted sites; but in other cases they were built in towns to house a body of clerics who had business in recognized centres of population. In the first cases, the remote monasteries would each in time create its own town, so that these older Benedictine abbeys would all have an urban character, and the remains of their buildings are sometimes to be sought among modern houses. This is conspicuously the case at *Westminster*, where structures perhaps earlier than the Conquest exist a stone's throw from the motor-omnibus route. In contrast we find the later settlements of the Cistercians, a reformed Benedictine order, nearly always in rural surroundings. The first of these was at *Waverley* (p. 79) in Surrey, dating from soon after 1128, and within about a century a hundred others had been founded, many of which have come down to us in ruins that in their sylvan setting are among the most romantic ancient monuments in the country. *Netley* (p. 83), *Tintern* (p. 267), *Fountains* (p. 467), *Rievaulx* (p. 485), *Furness* (p. 412) are the best known and favourite examples. The situation of these houses is due in the first place to the importance attached in the Cistercian scheme of life to agriculture, for which country surroundings were necessary. That they did not attract an urban population around them is due partly to the late period of their establishment and partly to their austerity and exclusiveness. Essentially urban, on the other hand, were the houses of the friars. From the 12th cent. the towns were rapidly rising into importance, and as the older monasteries were mostly in the country the new orders found in these towns a virgin field for their missionary activity. In the large centres of population, where they selected the poorer and more crowded quarters, they taught and carried out their charitable aims, and in many of our English towns the remains of the friaries are to be found, while even where the buildings have been swept away, the names 'Greyfriars,' 'Blackfriars,' and 'Whitefriars,' still cling to the sites of the former establishments.

Arrangement of Monastic Houses. In outward configuration the houses of the various monastic and canonical bodies have with one exception a marked similarity, all being arranged with a view to community of life. The exception was in the case of Carthusian establishments, called in this country by a corruption of terms 'Charterhouses,' where each monk had his separate lodging to which was attached a garden. These lodgings were generally grouped around an open court, but even here there was a large church and other spacious buildings where the brethren could on special occasions gather as a single body. The best known of these 'Charterhouses' is of course that in *London*, where the structures have been to a great extent rebuilt, but the most complete example is that at *Mount Grace* (p. 485) in Yorkshire.

All the houses of the other orders are distinguished by the cloister or open court surrounded by arcaded galleries, round which are disposed a great church, a common refectory, a common dormitory, and a living room, with certain subsidiary structures. The cloister is almost always on the S. or sunny side of the nave of the church, and the dormitory lies along the E. side of the cloister square, and has a direct connection with the S. transept of the church, so that the monks could enter this at night without going into the open air. The dormitory is on an upper floor and has under it the common room, a heated apartment where the inmates when off duty could forgather, and also the chapter house, where they would assemble for the transaction of business. On the S. side opposite the church is commonly situated the refectory, and in Benedictine abbeys this lies along the side of the court, occupying perhaps its whole length. In Cistercian houses the refectory is usually turned the other way and presents its gable end, not its side, to the court. The fourth side of the court may be occupied by buildings used for storage. These buildings with subsidiary structures—kitchens, lavatories, bath houses, and the like—make up the monastery proper, providing for the needs of the religious life; but as a fact the cloister with its surroundings is only the heart or kernel of a great complexus of buildings of a more or less secular character, rendered necessary by the nature and situation of the establishment. It had to be as far as possible self-supporting, providing nurture for the inmates through extensive farm and garden operations, turning the material thus acquired into food, and making and repairing all sorts of fittings and appliances. The care of the sick necessitated hospital accommodation, and while the farm buildings were on the outskirts of the monastery on the side on which it was entered, those of the infirmary, often grouped round a second or 'small' cloister, were in the inner or quieter region. Such an arrangement presupposes what was generally though by no means always present—a wall of enclosure and a recognized gate of entrance. These gateways were often imposing structures, and at times, as at *St. Albans* (p. 349), *Thornton* (p. 512), and *St.*

John's,Clerkenwell (p.10), they are the chief or sole remains of the conventual buildings. To afford relief to the poor and hospitality to the stranger was one of the first duties of the community, and a hospitium, generally near the entrance, was one of the principal structures. It needs hardly to be said that the arrangement of these constituent elements of a great abbey varied in different examples though the main features were tolerably permanent. The friaries, partly owing to their urban position, and partly to haste and economy in building, are not so extensive or regular nor so well-preserved as the great country abbeys, but they had certain special features, the most important of which is the plan of the church. This was arranged for preaching, the friars being mostly in clerical orders, and was commonly aisleless, or had aisles and nave included under a single roof. These preaching-churches of the friars have furnished excellent halls for secular purposes: St. Andrew's Hall in *Norwich* (p. 550) was the Dominican church; the Guildhall at *Chichester* (p. 67) the old chapel of the Grey Friars. The church of the Austin Friars in *London* is still in use for services.

The Forms of English Churches. These are so infinitely varied that no enumeration or analysis is here possible. A small oratory, in the form of a simple nave and square-ended chancel of early Anglo-Saxon type, may lie under the shadow of a vast complexus of buildings with aisles, transepts, chapels, towers, porches, covering in length and breadth a large extent of ground, and piercing the sky with its towers and pinnacles, while ecclesiastical structures in all parts of the country exhibit every possible intermediate form, with different combinations, simple or elaborate, of the various features at the disposal of the mediæval planner or alterer of churches. For every arrangement there has been some good reason, though the history of the particular monument may not be easy to read. Ecclesiastical needs have had to be served and local considerations have been of weight in determining the number and disposition of the parts of the structure. No form of church can be claimed as exclusively English or as confined to any special district of our island, though there are numerous local styles that can be distinguished.

English churches compare favourably with foreign in that the simpler ones preserve the village type and make no pretence to ape the greater ones, while these latter as compared with the contemporary structures of the Gothic period in France are planned on a more modest scale, so that it was possible to carry them to completion (comp. p. xl). Their perfection of finish, combined with their picturesque setting (comp. p. xxvii), gives an extraordinary charm to English cathedrals. The look of completeness applies specially to the towers and spires which singly or in groups are a most effective element in the more distant views. *Salisbury, Lichfield, Lincoln, Durham, Ely*, are good examples. In internal arrangement English churches differ from those on the Continent in ending square instead of

with the semicircular apse. Most of the spaces in the greater English churches are covered with stone vaults, but in village churches the wooden roof is practically universal, and is often made a very beautiful work of art. The lesser churches show their truth to character not only in their wooden roofs but in the absence of any gallery or triforium openings over the side aisles. In plan they exhibit the same features as the greater churches, but there is this difference at the entrance end that the village church very commonly terminates or begins with a single western tower and practically never with a pair flanking the façade. This last arrangement may be termed almost normal in the greater churches, only one of which, *Ely*, now shows a single western tower.

The Cathedral and the Town Church. Normally the cathedral or bishop's church, in which he maintains his 'cathedra' or chair, should be also the town church of civic use. The Duomo of Florence, Notre Dame at Paris, the Cathedral of Cologne, are distinctly town churches in the centres of urban life, and have no connection at all with the monastic system. To English cathedrals as distinct from continental ones a somewhat different character attaches, for they were in many cases abbey churches and part of a monastic establishment. Now an abbey, even if it was in a town, was not of it, and an abbey church, like the cloister beside it, was always more or less secluded and cut off within its enclosure from the outer world. English cathedrals owe not a little of their universally recognized charm to the fact that they often stand apart in a park-like precinct called the cathedral 'close,' surrounded with picturesque old houses that in many cases are monastic buildings turned to modern uses. Moreover, cathedrals that as an actual fact were never monastic have in England assumed the same character of aloofness. *Salisbury* with its typical close is a good instance, and with such churches we often find cloisters connected, as at *Lincoln*, *Salisbury*, *Exeter*, *Hereford*, *Chichester*, and *Wells*. The last-named cathedral is set among various picturesque subsidiary structures that combine with it to produce a general effect indescribably attractive.

This monastic or quasi-monastic seclusion of so many English cathedrals deprived them of the character of town churches, and rendered necessary separate churches for civic use. It should be mentioned that the earlier monastic churches welcomed the outside public to services held for their benefit in the nave or western part, but later, with an increase in monastic exclusiveness, this was changed, and we even find the monks of great abbeys in towns building separate town churches for the citizens. Two large churches were erected in this way at *Bury St. Edmunds*, and two also at *Coventry*. Important civic churches exist apart from the cathedrals in nearly all cathedral cities, and also in all the larger towns, in some of which they were the one parish church of old foundation. To such buildings municipal insignia, etc., sometimes

lend historical interest. St. Thomas, *Salisbury*; St. Peter Mancroft, *Norwich*; St. Cuthbert, *Wells*, are good examples. St. Peter, *Leeds*; St. Botolph, *Boston*; St. Nicholas, *Yarmouth*; Holy Trinity, *Hull*; St. Mary, *Lancaster*, are fine town churches of the parish type, while similar buildings at *Birmingham* (St. Philip), *Newcastle* (St. Nicholas), and *Manchester*, are now cathedrals. There is however another class of larger churches in towns that are not of the village or parish type but of that of the greater churches of cathedral or abbey rank. They show this alike in plan and in construction, especially in their large use of stone vaulting. The term 'minster,' applied somewhat loosely to greater churches, is used of many of them; the word comes from the Latin 'monasterium,' but the churches in question are not necessarily monastic. Of these *Beverley Minster* is by far the finest. St. Mary Redcliffe, *Bristol*, is a famous example, though never called a minster. The minsters of *Ripon* and *Southwell* have become cathedrals, while that of *Wimborne* remains parochial.

Collegiate Churches. Churches of the class last mentioned are often referred to under the term 'collegiate,' which needs a word of explanation. Parish churches almost universally, and at first cathedrals also, have been served by individual priests or bishops under whom might work a body, small or large, of subordinates. Later, in the case of cathedrals, the auxiliary clergy, instead of being as they were called the bishop's *familia*, or staff, were accorded an independent status of their own and organized as a corporation, becoming what is known as the cathedral chapter, while the single clerics were called 'canons.' In the case of the parish churches also the ministering clergy might become a corporation known as a 'college' (from the Latin *collegium*). Each member would then have his own independent position and emoluments, and the church would become 'collegiate.' All churches belonging to the monastic or to the semi-monastic canonical orders were strictly speaking collegiate, but the term is usually confined to the larger churches that were neither cathedrals nor monastic or quasi-monastic. These larger churches have now changed their character, and the only churches in England technically termed 'collegiate' are Westminster Abbey and St. George's Chapel, Windsor.

The Form of the Larger Churches in Relation to their Constitution. The forms and arrangement of churches vary according as they are of monastic, collegiate, or parish type. The difference between the two last and the first is sometimes very marked. The parish church always, and the collegiate and cathedral church when they are not monastic, are arranged to accommodate a congregation for whose benefit the services are carried on. The monastic church does not, save to some small extent, contemplate a congregation, and is arranged to suit the members of the special community. Both monastic and collegiate churches require considerable space at the altar end of the building for the seats of the monks or the incorporated clergy, and these seats,

known as 'stalls,' have given opportunity for elaborate artistic work in wood and stone. This accounts for the great extension of the eastern parts of such churches as compared with the nave, which is so remarkable at *Canterbury* and *St. Albans*. The monks even desired to make this eastern part a complete church in itself, and so in some cases added a second or eastern transept, which gave to this part the orthodox cruciform plan. This feature, adopted from the stupendous church of Cluny in Burgundy, occurs in some of the greater churches of England, even when these, like Lincoln, Salisbury, or Beverley, were not actually monastic.

Another influence affecting the form of the church was the multiplication of altars, for each of which a suitable location had to be provided. The cultus of saints, the reverence paid to relics, and other causes, led to this multiplication. For example, there were thirty in the church at York in the time of Alcuin, and Charles the Great tried to limit the prevailing fashion. Galleries over the side aisles, almost universal in large Romanesque churches, may have been added to provide a location for some of the inconveniently numerous altars, but the arrangement that had most effect on the plan of the church was the throwing out of chapels. It was not only the greater churches but also those of the parish type that were altered in this way, and we come in contact here with that important institution, the chantry chapel.

The Chantry Chapel. Between the middle of the 13th and the middle of the 16th centuries English churches small and great were supplied with a class of fittings that in various ways affected their plan and arrangements and added to their historical and artistic interest. These were enclosures, sometimes built out, at other times placed between piers of the interior arcades or occupying the end of an aisle, called chantry chapels, and containing always an altar and often a tomb. The name is connected with the French *chanter*, and refers to the singing of the masses with which the chapel itself became afterwards identified. An endowment secured in perpetuity the services of a ministrant called a chantry priest. Chantry chapels were built by individuals or by corporations such as civic guilds, and at the altar dedicated in each case to some particular patron saint masses were said for the souls of the departed. In the case of an individual foundation the donor would have his tomb beside the altar, or even serving as altar, and successive members of his family might come to have the same resting-place and share in the benefits of the masses said. The village church of *North Leigh* (p. 322) enshrines a lovely chantry chapel to the north of the chancel with a roof vaulted in fan tracery (p. xlv); there is the carved effigy of the knight on his tomb with his lady beside him, and the family altar with its fittings. In town churches these subsidiary altars, each in its beautifully wrought chapel, were often kept up by guilds of craftsmen, and this gives a civic interest to the institution. The town church of St. Thomas, *Salisbury*, possessed

27 of these chantries, and there were gay and picturesque doings in and about them on the occasions of guild-festivals.

Secular Architecture in England: The Cottage. Architectural monuments of a non-religious kind may be grouped as civil, military, and domestic. The remains of Roman date that fall under these three categories have been already noticed, and attention has been called to the fact that the mediæval period has left us comparatively few monuments of civil architecture proper, in the form of town or trade halls, and the like. On the other hand, about mediæval military and domestic architecture in England there is much that might be said.

Starting as before from the Anglo-Saxon village, we note that it had no military apparatus, but it furnishes us with two types of domestic architecture, the Cottage and the Manor House. The cottage, which is small and slight, owes its charm partly to its rural surroundings and its garden setting and partly to the picturesqueness of form and the play of surface texture which result from old-fashioned materials and methods of manipulation. It does not of course follow that all simple and homely structures are beautiful, but in certain parts of England the country village is almost always a thing of delight, and in such villages the traveller will generally find more than one building, apart from the church and hall, that gratifies the æsthetic sense. The charm depends a good deal on material. There are stone-building districts, and others where the clay-pit and the woodland have furnished the local builder with what he needs. The materials in the latter case are brick and tiling, to which age lends lovely hue and texture, and more especially timber, whose decided forms, with the contrast of lines due to the methods of assembling the pieces, can hardly fail to produce a good effect. This pleasing kind of work is in evidence, broadly speaking, over all the Southern and Midland region of England, and the tile-faced cottages of the Surrey hills, the brick-built cottages of East Anglia, vie with, if they cannot quite equal, the half-timber fabrics of the Western counties. Through this region of England however there runs diagonally a stone district following the line of the oölite beds that cross the centre of England from Somerset to Northamptonshire. Here, especially in parts of Gloucestershire and Northants, village architecture has a deservedly high reputation, and the stone mullioned windows often thrown out as oriels (p. xxxii), the sharp-pointed gables, the moulded stone chimneys that focus the composition, furnish an inexhaustible treasure of picturesque motives and details. On the other hand, in the stone-building North, as also in Wales, the material is of another quality and carries with it no invitation to an artistic treatment, so that there is a grim plainness about the rough stone cottages, bare or plastered, of Northumberland or Carnarvonshire.

A word may be said here on the æsthetic value of what has just been called 'half-timber' work, a familiar specimen of which to

Londoners is the Elizabethan front of Staple Inn in Holborn. It consists in a framing of upright and horizontal balks of timber set some distance apart, with a filling of plaster or some other material in the interstices. In all work of this kind it will be found that artistic effect is secured, not by making this a consciously pursued aim, but by taking advantage of necessities and economies in construction so that the beautiful is suffered to grow in seemingly inevitable fashion out of the useful. It will be noted that every upper story projects beyond the one below it, and this enlivens the front with light and shade and imparts distinctive character, while the device is based at the same time on sound construction, for the weight of the outer wall of the projecting story balances that of the contents of the room within. The oblique and curved pieces introduced between the uprights are constructively the diagonal struts needful for securing lateral stiffness in the framing. The contrasted materials, wood and plaster-filling, in themselves make for picturesqueness, and the edges and projections of the one are a challenge to the carver, while the other's plain surfaces invite to artistic treatment by designs stamped on them or scored in the soft material.

It is to be noted that in England the larger and more important domestic buildings of the type of the hall often preserve a good deal of the homelike appearance that characterizes the cottage. The two types really meet in the larger village houses—the grange, the farmhouse, the parsonage, the country inn—as well as in the average houses of the country towns. They are not cottages, but they retain no small share of the unpretending charm of these; they are not halls, but often possess pronounced architectural character. There are abundant examples in the stone-building region of central England already referred to, as for instance in villages like the Gloucestershire *Bibury* (p. 261), the Worcestershire *Broadway* (p. 260), or the Northamptonshire *Oundle* (p. 241).

Secular Architecture in England: the Manor House. The Hall, or residence of the local lord of the manor in or beside the Anglo-Saxon village, was of a type widely represented in the ancient and mediæval worlds, in which the house consists originally in one single large room called a 'hall,' used by the domestic community for all the purposes of life. Of such a kind was the Homeric house and also that described in the sagas of Scandinavia and the Anglo-Saxon poem 'Beowulf.' The roof was generally supported internally by wooden pillars, and the effect of such a hall in its more rude and primitive aspect may be judged from existing Tithe Barns, several of which have come down from mediæval times. These are structures of great interest, with low stone walls and immense roofs and internal supports of wood, and were commonly connected with the extensive farm operations carried on by religious houses. They were sometimes 200 feet and more in length. Fine examples exist at *Glastonbury* (p. 156) and *Bradford-on-Avon* (p. 117),

while a noble specimen at Peterborough was shamelessly demolished a few years ago. Such halls, as time advanced, were subdivided by partitions, or else the main building was reserved for certain household functions such as the common meal, and separate chambers called 'solars' were constructed apart as retiring rooms or sleeping places. The hall might be itself on an upper story with a vaulted undercroft. There exist examples of houses of the 12th cent., as at *Boothby Pagnell* (p. 391); 'King John's House' at *Soulhampton* (p. 83), and 'John of Gaunt's Stables' at *Lincoln* (p. 518), and they are of course far more numerous from later periods. Of the 13th cent. *Stokesay* (p. 270) is an excellent example, but of a more castellated type. In castles there were spacious halls, that were constructed of timber or of stone within the courtyard. The best preserved early example in stone is the 12th cent. hall at *Oakham* (p. 354). *Westminster Hall* (p. 6), laid out on grand lines by William Rufus, was the main part of the palace of Westminster. The best idea of the great hall of later mediæval times is to be gained from the halls of the Colleges at *Oxford* (e.g. at Christchurch) and *Cambridge* or the Inns of Court in *London*. In such halls there are commonly bay or 'oriel' windows (the meaning of the word is uncertain) thrown out on each side at the upper end, and between these, across the end of the hall and on a dais raised a step above the main floor, runs the 'high table' for the 'quality.' The tables for the members of the household generally extend up and down the hall. Over the screen through which the hall is entered is a gallery called from its ancient use the 'minstrels' gallery.' Originally the fire in these halls was on a hearth in the centre, the smoke finding its way out by an opening in the roof called from the French *l'ouverture* a 'louvre.' At present these halls have their fireplaces in the side wall or walls, but a little turret or pavilion on the ridge of the external roof often remains to mark the ancient position of the aperture for smoke. At *Penshurst* (p. 45), one of the best preserved of the fine mediæval mansions of the more open kind, the great hall dating from the 14th cent. still has the stone hearth in the centre of it.

With the multiplication of apartments for various domestic and ceremonial purposes the hall sank in importance, and the great houses of the late mediæval and Renaissance periods possess complicated plans that cannot be here described or analysed. The place of the hall was in a measure taken by a feature that comes into use in Elizabethan times—the Long Gallery, that forms such a conspicuous part of the building at *Haddon Hall* (p. 373), at *Knole* (p. 11), and at the partly ruined *Kirby Hall* (p. 354), three famous examples of the architecture of that period. Notable houses of the Tudor period are *Hurstmonceux* (p. 43; Henry VI and VII); *Hampton Court* (p. 296; earlier parts, Henry VIII); *Sutton Place* (p. 57; Henry VIII); *Longleat* (p. 120; Elizabethan in the Italian style), *Wollaton Hall* (p. 368), and *Hardwick Hall* (p. 382; Elizabethan). *Holland House* (1607), in London, *Halfield House*

(p. 386; 1611), and *Audley End* (p. 525; 1616), are Jacobean. Among later mansions in the more formal classical style may be mentioned *Castle Howard* (p. 474), *Chatsworth* (p. 372), and *Blenheim* (p. 321), of the early years of the 18th century.

Secular Architecture in England: the Castle. The open manor house and the purely military structure of the castle seem sharply opposed, but they are brought nearer together when we note that the former throughout the mediæval period, and in parts of the country to a much later date, was to some extent protected, while the familiar phrase 'castellated mansion' shows that the protective arrangements might be carried pretty far. Even the Anglo-Saxon Hall was fenced in by a hedge, and all through the middle ages, where water was available, a country house would be surrounded by a moat. The Mote at *Ightham* (p. 16) is a well-known survival. In disturbed times something more was needed, and Hudson Turner thinks that very few houses of any importance were built in the 13th, 14th, or 15th centuries without being fortified. The means of protection varied, but in every case a 'licence to crenellate' had to be obtained from the Crown or its representatives, and these licences granted by the kings from Henry III to Richard II are useful historical documents, often furnishing indications of date. In these cases, however, fortification was a secondary consideration, and the structure remained essentially domestic in type. This system of partial fortification continued in use much longer in parts of the country liable to disturbance, such as the Marches of Wales or the Scottish Border. In the latter region there flourished the so-called 'Pele Tower,' a small square stone keep, with a vaulted basement for cattle, and rooms above in which refuge could be taken in case of a raid. The word 'pele,' connected with 'pale,' refers not to the tower itself but to the 'pelum' or palisade around it. Church towers also were fortified, as at *Great Salkeld* (p. 411).

With the castle proper defence was of the first moment, and living arrangements had to be accommodated thereto. By 'castle' in the sense in which the word is here used is meant the private stronghold, as distinguished from more extensive military works like those of the Romans, or the fortifications round towns of the Danish period of Anglo-Saxon history. Some of the castles had a national character connected with the defence of the borders of the kingdom: *Ludlow Castle* (p. 270) in the West and *Durham* (p. 490) in the North are examples; but they were held by individual castellans. The first form of the private castle in England was that which protected the Norman territorial lord who had after the Conquest usurped the position of the Anglo-Saxon thane. It was made of the accessible and easily worked materials earth and timber, and consisted of an enclosure surrounded by a ditch and a bank surmounted by a palisade. At one end of the enclosure was reared a conical mound

of earth, on the top of which was constructed a timber dwelling. A movable wooden bridge spanned the ditch and gave access to the upper part of the mound, where was the entrance to the hold. It was a manor house, and as would be expected it was always near a village or a town. A very good example at *Rayleigh* (p. 543) is mentioned in Domesday. The finest mound in the country is probably that at *Thetford* (p. 542), 100 feet high and 1000 feet round. These hastily wrought works were abandoned when the Normans began to erect castles in stone with their massive square keeps. The builders of these were afraid that the artificial mound (technically termed a 'motte') could not support such a weight, and the stone castle with keep and outer enclosure had accordingly to be built elsewhere. In some cases a ring wall of masonry was thrown round the upper part of the motte to replace the palisading that encircled the timber dwelling, and the structure is then called a 'shell keep.' There are specimens at *Arundel* (p. 63), *Berkeley* (p. 257), and *Durham* (p. 490).

The characteristic square Norman keep is a product of the 12th cent., though two fine examples, *London* and *Colchester*, were built in the 11th. The keep contains a great hall, best represented at *Hedingham* (p. 544), which was always on an upper floor, the basement being used for storage, while there were various small private rooms and an oratory, with passages and staircases contrived in the thickness of the wall. A well was probably always present within the keep, as at *Rochester* (p. 19) and *Bamburgh* (p. 496). The outer enclosure, called the 'bailey,' both in the case of the earth-and-timber castle and in that of stone, was used for the accommodation of the men-at-arms, for whom, and for other purposes, buildings first of wood and then of stone were provided. By the latter part of the 13th cent. these structures in the bailey had superseded the keep as places of residence, and they grew later to stately mansions of the open type within the ring wall of the bailey. *Warwick Castle* (p. 341) is a notable example. At *Bamburgh* (p. 496) there is an Edwardian mansion in the enclosure quite distinct from the keep, which however, curiously enough, has lately been fitted up again as a dwelling. The keep would always be available as a refuge. At the close of the 12th cent. the square keep was superseded by one of a circular plan that was found more defensible against the improved methods of attack of the time. At the same time the wall of enceinte enclosing the court or bailey was stiffened by the increase in number and strength of the flanking towers, which came ultimately to replace the keep in its position of priority in the defences. The way was thus prepared for the great change of the 13th cent., the keepless castle, consisting of a strong wall of enceinte defended by towers, or of several such enceintes, forming a fortress of what is known as the 'concentric' type. To such a castle a strong gateway was added and received a good share of the attention that had formerly been devoted to the keep. There were outworks in the form of a so-

called 'barbican' (the word seems to be of Oriental derivation), a very good example of which is preserved at *York* in front of Walmgate Bar (p. 471), and the actual entrance was flanked by projecting towers. Above the archway there was a portcullis chamber, and perhaps upper stories, as in the fine gateway at *Warkworth* (p. 495). *Rockingham Castle* (p. 243) possesses an excellent normal specimen of a gatehouse of the second half of the 13th century. The castles built by Edward I, of which the best are in Wales, are typical specimens of the stronghold consisting in the main as far as defences went of strong curtain walls defended by a series of towers, and are reckoned to reach "the highest pitch of military science attained in mediæval England." A well-preserved and most picturesque example of the later kind of castle is *Bodiam* (p. 38).

In the early part of the 14th cent. the introduction of fire-arms combined with social changes to reduce the military importance of the castle, which gradually sank to the position of the fortified dwelling, until in Tudor days the extension of the power of the Crown made the private stronghold of the feudal baron an anachronism. One late type of castle, that was more strictly a fortified dwelling-house, may be mentioned. This is the so-called 'tower-house,' of which *Tattershall Castle* (p. 522) is the best known example. It has something of the form of the older square keep, but has an internal court. There is an octagonal turret at each angle, and the handsome windows betray the fact that "the splendid residence is studied in the first instance, while the defensive stronghold is a secondary idea." It dates from the middle of the 15th century.

II. ENGLISH MONUMENTS IN THEIR ARTISTIC ASPECTS

The history of every art presents itself in one aspect as a continuity, in another as a succession of more or less marked phases. It has been the custom to give distinctive names to these phases, but the practice has recently been impugned on the ground that it obscures the vital fact of the continuity. Hence in some authoritative publications of the day these descriptive terms familiar to generations of readers are taboo, and monuments are not referred to certain styles or periods or reigns, but to centuries or parts of centuries B.C. or A.D. It is no doubt true that a protest was needed against the idea that the development of an architectural style can be presented in a series of closed compartments, and for the purpose of a Report or a County History, where the colourless statement of facts is the object, these purely arithmetical distinctions suffice. The fact remains however that such a development does not proceed on even lines and at a regulated pace like a wound-up machine, but passes through phases in each of which a different appeal is made to

our æsthetic judgment, and if the art is to be made the subject of critical and literary treatment these phases must, so to say, be individualized, and each envisaged with its own *aura* about it. On this principle we may justify the continued use for subdivisions of Gothic of the well-worn terms 'Early English,' 'Decorated,' 'Perpendicular,' because each style is fairly distinct, and each has the special character suitably expressed by a descriptive name.

Of the other 'period names' used in this Introduction, 'Romanesque' is quite apt and expressive (p. xxxix) and covers, with due subdivisions according to regions, the earlier phase of mediæval architecture. Between this and the later phase there is a very real continuity, but owing to movements which affected Western Europe in the 12th cent. the character of the work changed then so markedly that a new name could hardly be avoided. This name, 'Gothic,' though fatuously inaccurate, has been so long established that it has acquired its own connotation and will probably remain in use. It was invented by the Florentine writer Vasari, and means with him 'Northern' or 'Teutonic,' the name of the Goths being used because to the Italians these were the typical destroyers of the antique civilization. There is again, at any rate in England and France, a certain continuity between the later Gothic and the succeeding style or styles generally termed 'Renaissance.' This again is a recognized and hence useful term, though in itself objectionable. Natural enough in Italy, it is singularly inappropriate to France or England, where the change is by many regarded as more like a death than a 'new birth.' Accepting, however, the term as covering the work of the 16th, 17th, and 18th centuries, handy subdivisions can be made according to reigns or dynasties: 'Tudor,' 'Elizabethan,' 'Jacobean,' 'Queen Anne,' 'Georgian.' 'Neo-Classic' is a term sometimes employed for the severer designs of the late 18th and early 19th centuries, due to the classical revival of the former period.

In each of what may be called the pre-historic periods already reviewed, that is, the periods before the continuous history of English art can be said to open, there were special characteristics in the forms, details, and decoration of monuments. There follow two phases of Romanesque architecture that have to be distinguished by the ethnic names 'Anglo-Saxon' and 'Norman,' the term 'pre-Conquest' being objectionable as undefined *a tergo* so that it might include Roman. Norman Romanesque in England may be subdivided very broadly into 'Early Norman' from about 1050 to 1100 and 'Mature Norman' from 1100 to 1150. Romanesque then passes gradually into Gothic, the 'Transition' covering the greater part of the latter half of the 12th century. The first period of Gothic marked by the style called 'Early English,' overlapping of course at its beginning with the Transition, may be regarded broadly as covering the 13th cent., and as merging towards the close of the century, again through a transitional phase, into the 'Decorated' period. A more pronounced change in the last quarter of the

14th cent. ushers in the third or 'Perpendicular' period, in which there is developed a very distinct English style, that in some of its features survived the introduction in the 16th cent. of Renaissance forms, and in a measure lasted till the so-called 'Gothic revival' of the early 19th cent., when Perpendicular Gothic was used again for the new Houses of Parliament in London. The beginning of the Renaissance in England is commonly fixed at the middle of the 16th cent., at which time the later phase of Perpendicular Gothic called 'Tudor' was in force. The first pronounced expression of the new forms supplied from Italy is the style chronologically fixed by the name 'Elizabethan,' and this is followed by that termed 'Jacobean,' but these styles show a curious mingling of the Gothic and the Renaissance spirits, the former inspiring as a rule the main design, the latter the details. A purer classical style, sometimes called 'Palladian,' was introduced by Inigo Jones (1573–1651), and a very dignified but freer version of the same by Sir Christopher Wren (1632–1723). Their influence on the whole dominates the architecture of the 18th cent., at the close of which the severer classicism of Robert Adam (1728–92) and his brother James (d. 1794) makes itself felt. In decoration during this century French fashions enjoy considerable vogue, though in this country the styles called on the Continent 'Baroque,' 'Rococo,' 'Louis Quinze' were never carried to the same extravagant lengths. The 'Adam' style in ornamentation is closely akin to that known in France as 'Louis Seize.' This style is the last that has had a historical basis as belonging in any intimate sense to its age, and the various 'revivals' and 'movements' that have marked the 19th cent. have only a superficial interest. That great architecture is however still possible even in this age of eclecticism is proved by Bentley's Roman Catholic cathedral at *Westminster*.

Art in England before the Norman Conquest. Decorative art in the later Stone Age and in the Bronze and Early Iron Ages is in surviving work represented only by small objects to be studied in museums. The Romans have left monumental remains in the forms of noble cut stone work with the orthodox details (*Bath*, *Leicester*, *Corbridge-on-Tyne*, etc.); fabrics in concrete (*Wroxeter*); rubble or concrete walling faced with small stones about the size and shape of the paving stones of our roadways (*York*, etc.); and brickwork, specially represented in the South but occurring occasionally in Northern Britain. Very fair examples of Roman sculpture occur at *Bath*, *Colchester*, *Leicester*, *Hexham*, etc. Small stone shafts turned in the lathe, of which many are to be seen in the Leicester Museum, are noteworthy because the Saxon artificers imitated them.

Whether or not there is an Anglo-Saxon architectural style may be questioned, for the building and decoration of this period is somewhat rude and ungrammatical, though there is about it a certain grandeur and dignity that remind us a little of the pre-

historic stone monument. The church towers at *Earls Barton* (p. 240) and *Barnack* (p. 241) have this quality. Anglo-Saxon churches, for it is only in these that the architectural style is represented, fall into two groups, an earlier group of the 7th and 8th centuries where the work is partly Roman and partly inspired by Celtic tradition, and a later group beginning in the latter part of the 10th cent. but chiefly represented by work nearer the time of the Conquest. The source of characteristic forms in this period is Carolingian Germany. The intermediate period is that of the Danish invasions of England, and from it no examples have been identified.

The early period has left us at *Brixworth* (p. 240) a fairly complete specimen of an apsidal basilican church with large windows, of Roman plan, that dates from the latter part of the 7th cent.; and there are also early remains at *Canterbury* (St. Martin's, p. 32; St. Pancras, p. 31) and on other Kentish sites. In the North the crypts at *Hexham* (p. 504) and *Ripon* (p. 466), the former constructed of Roman stones, can be dated with certainty at about 675 A.D. The porch at *Monkwearmouth* (p. 486) is an interesting monument probably of the same date. The tower over it is later. The church at *Escomb* (p. 503), though built of Roman squared stones, seems to represent, in its plain nave, square-ended chancel, and small windows, a Celtic rather than a Roman tradition.

The later Anglo-Saxon churches show characteristic marks (1) in their small round-headed windows which are double-splayed, i.e., the actual opening for light is in the middle of the thickness of the wall and the jambs slope outwards towards the two wall faces; (2) in narrow upright strips of stonework (not buttresses) dividing at intervals the external walls; (3) in similar projecting strips surrounding openings; (4) in double windows in the belfry stages of towers (generally single W. towers), which are divided in the middle by small shafts often imitated from Roman ones and called 'baluster' shafts, upon which rests as a sort of capital a stone called a 'through-stone' that runs through the whole thickness of the wall and supports it; (5) in a special treatment of the corners or quoins of a building called, not very accurately, 'long-and-short work.' Details (1) to (4) are in the main adapted from Continental work in the Rhineland and in Saxony, but (5), though in origin Roman, is characteristically English. It consists in upright stones square in section alternating with flat stones, i.e., stones short in vertical height, bonded into the wall. The masonry of Anglo-Saxon walling varies, but it should be noted that what is known as 'herring-bone' masonry is not Saxon but Early Norman. None of the greater Anglo-Saxon churches have survived. Some were annihilated by fire, and others were deliberately pulled down by the Normans, who were ruthless destroyers of earlier work. In decorative work that is not architectural Anglo-Saxon art expressed itself freely in carved crosses and tombstones. A common motive here is the interlacing and knotting of bands. The

human figure rudely rendered, and foliage which is not the classical acanthus, also appear, but the main point about the work is not any intrinsic excellence but its variety, which shows that it was locally executed and not sent out from any one centre of distribution.

Norman Architecture and Decoration. The Romanesque style in its Norman form was imported ready made, and appeared even before the Conquest in Edward the Confessor's Westminster Abbey, portions of which still remain. It is quite different from the Anglo-Saxon style, though the two to some slight extent interpenetrate, and its special feature is the logical expression of structure. The earliest Norman village churches are quite plain, and have often been mistakenly labelled Saxon. Plain too were the monumental structures religious and military, such as the west front of the cathedral of *Lincoln* (p. 514) and the transepts at *St. Albans* (p. 348) and *Winchester* (p. 74), or the keeps at *London* (p. 9) and *Colchester* (p. 545). The chapel in the Tower of London is a very noble example of the massive and severe Early Norman style which might be called our English Doric. With the 12th cent. and the reign of Henry I a more ornate treatment makes its appearance and the later Norman structures are often in parts lavishly enriched, while they are lighter and more graceful in their fabric, as well as more finished in execution. The extreme point reached in this last direction is marked by the so-called 'Galilee Chapel,' a westerly adjunct to the earlier Norman cathedral at *Durham* (p. 489). The enrichment spoken of is applied with special gusto to doorways, features of Norman churches so attractive that they have often been preserved when the church has been partly or wholly rebuilt in a later style. The doorways, like the window openings and those in the tower belfries, are recessed, with several arches each one narrower than the one above it, and each arch, or as it is termed 'order,' may be richly carved. The tympanum of the arch, or the space between its soffit or lower surface and the horizontal lintel of the door, is frequently filled in with a figure composition of rude but often vigorous design.

The greater Norman churches are best represented by *Durham* (p. 488), which on its commanding site is the finest Romanesque building extant in Europe. This aisled cruciform church, vaulted throughout, originally ended like almost all Norman choirs with an apse, but was later altered by the addition of an eastern transept. Two square towers flank the western façade, and a more lofty central tower surmounts the crossing. There is little ornament, and the general impression is one of austere grandeur. This mature Norman work has however lost all appearance of the rude or primitive and is pervaded with an air of style, the parts being related to each other and to the whole according to a well-considered scheme, so that the vast and varied structure is one organic unity. This appearance of system, of control, of subordination of detail to the larger purpose, is of the essence of the art called Romanesque,

which flourished from the 10th to the 12th centuries and, carrying on, as its name implies, Roman traditions, expressed the ideals of authority and of order that ruled in the mediæval church of the period.

The Transition to Gothic. Gothic architecture is an outstanding artistic phenomenon in that it is more exactly the expression of its age than is the case with any other similar development in the domain of art. It had its original home in the parts of France centring in Paris and corresponded to the intellectual, religious, and romantic conditions of the time and the region. French Gothic cathedrals carry out the logic of construction in the spirit of scholasticism, and their designers and constructors threw themselves into their task with an enthusiasm and a self-devotion that account for the towering height and spreading plans of the fabrics, which had so often to be left incomplete. There is in English churches less constructive interest and less sublimity than in the French cathedrals, and they are inferior also in the matter of decorative figure sculpture, in which the French masons incorporated so much of the sentiment, the humanity, the refinement, that marked their age. Gothic figure sculpture in England exhibits, it is true, the same fine qualities but on a much smaller scale. It is perhaps at its best in effigies upon tombs: those of Queen Eleanor in *Westminster Abbey* (p. 6) and of Edward II at *Gloucester* (p. 255) are beautiful specimens. English Gothic carries out however in fullest measure the governing principle of the style, the expression of fervour, romance, and poetry, controlled by clear thinking and decision. A fine early manifestation of the style, such as *Wells* cathedral (p. 150) or the choir of *Lincoln* (p. 515), in its combination of accentuated forms with a delicacy and play of contour and surface that prevents hardness, provides ever new delight for the eye. This style in its perfection is as it were the crystallization of elements that make their appearance in the 12th cent. and mark what is known as the 'Transition' or gradual change from Romanesque to Gothic. The pointed arch, a characteristic feature of Gothic, was introduced by the Cistercian builders in the first half of the century, but as a generating element of the style more importance is now attached to the ribbed vault which the Norman builders of *Durham* employed there before 1100. Romanesque stone vaults had followed Roman in tunnel vaults, or in 'groined' vaulting without any undergirding ribs to form a projection on the under surface. A groined vault is formed by the intersection of two vaults crossing each other at right angles. The groins are the edges or 'arrises' along the lines of intersection, and these may be marked by undergirding ribs. The use of these ribs in combination with the pointed arch led to constructive changes, too complicated for description here, in the course of which was evolved the Gothic system of stone roofing on which the character of the style largely depends.

The 'Early English' Period. The effect of the completed Gothic of about 1200 is largely due to its vaulting, its windows, and its characteristic mouldings and foliage carving. The vaulting is arranged according to the bays, that is, the spaces between the supports of the main arcade between nave and aisles, and each oblong vaulting bay is separated from its neighbours by transverse ribs crossing the nave and is divided into four triangles by two diagonal ribs marking the groins or the edges where the four triangular vaulting fields meet. The windows are all of the slender lancet form, though varying in the proportion between height and width, and for their proper effect they should be filled with coloured glass. The English builders of the 13th cent. not only used actual painting on the masonry but aimed at variety of colour by the use of small shafts of brown or plum-coloured marble, mostly from the Isle of Purbeck (p. 100), contrasting with the creamy white of the ashlar. This feature, which is specially English, serves to illustrate what was said above about the decision and accent of Early English work. These darkly tinted shafts stand out boldly, and the definition of them is perhaps too sharp for an altogether pleasing æsthetic result. The same quality, not however carried here to an extreme, characterizes the mouldings of the style. A moulding is a strip or edge of stone or of wood to which has been given an ornamental contour in the form of projection or hollow or a combination of both. A moulding or group of mouldings may be carried in a horizontal line along a building, binding as it were together part with part; or it may form the border of an opening such as a doorway or a window; or may encircle as an ornamental finish the capital or the base of a column. Wherever it occurs the function of the moulding is to multiply parallel lines of light and shade and to tempt the eye to follow these backwards and forwards so as to emphasize the general line which is marked by them. By mouldings the shape of the graceful pointed arch of the nave arcade is accentuated and an impression of richness is conveyed. A moulded base defines the contour of the column or pier which rests upon it, and fixes it in its appointed place.

Norman mouldings had been few, large, and massive, with broad rolls alternating with comparatively shallow hollows, but in the style of the 13th cent. mouldings are multiplied and each projection or hollow is very sharply defined, the latter being often undercut, the former not merely round in section but 'keeled' or brought to a sharp edge or 'arris,' which again may be broadened out to a flat strip or 'fillet.' Hence the lines of light and shade are thin and sharply defined, conveying aptly the general impression of the style. In ornament the contrast with the earlier Norman work is very marked. The grotesque element common in Romanesque disappears. and so do the classical acanthus and the geometrical forms, chevrons, sunk stars, chequers, billets, etc., though their place is taken by the so-called 'dog tooth' ornament, in the shape of a series of sharp stone pyramids with their sides deeply scored. The

characteristic ornamental motive of the early 13th cent. is conventionally treated foliage, in which the spring and elasticity of the natural spray is still retained while it is stiffened, rendered more symmetrical, and made to compose in its lines with the architectural forms with which it is associated. This conventional 'Early English' foliage is represented perhaps at its best in the cathedral at *Llandaff* in Wales, or at *Ely* (p. 539). The wall surfaces are very commonly enriched by arcading.

The 'Decorated' Period in English Gothic. A style like that of the early 13th cent., chaste and severe, and even, as in the interior of *Salisbury* (p. 113), a little bare and hard, was bound to yield to one more generally attractive in its softness, grace, and copious enrichment. Such was the so-called 'Decorated' style which flourished during a period covered, approximately, by the reigns of the first three Edwards (1272–1377). The openings now become broader in proportion to their height; the projections and hollows of the mouldings are less pronounced and the surfaces of light and shade broader and less sharply contrasted, a more uniform half-tone taking the place of the strong blacks and whites. The pointed arch is enriched. Even in the 'Early English' style the under surface or soffit of this, especially in decorative wall arcades, had been broken by projecting ornamentation known as 'cusping,' 'feathering,' or 'foliation.' The 'Decorative' style carries this further and alters also the shape of the arch in minor openings into what is known as the 'ogee,' where the curve on each side in the upper part of the arch is reversed and the point shoots upwards, the word 'ogee,' from the French 'ogive,' implying two reversed curves on a continuous line. The angular dog-tooth is replaced by the softly rounded 'ball-flower' ornament, introduced like the former at intervals along a hollow moulding, and a more naturalistic character is imparted to the foliage carving on the capitals. Wall-surfaces are enriched with beautifully designed foliage diapers, as on the western choir screen at *Lincoln* (p. 515). The most marked difference concerns the windows. In the earliest English Gothic lights are always single but are sometimes placed side by side, and a group so arranged may be enclosed within an arch. In such a case there would be left a plain surface of wall above the heads of the associated lights and below the containing arch, and to avoid the bare appearance of this the wall was sometimes pierced with a round or quatrefoil opening. In this arrangement we see the beginning of window tracery, a characteristic feature of 14th cent. Gothic. At first portions of the wall separate the openings, and the result is called 'plate' tracery, but presently the system changes. The whole space below the containing arch is first cut away and then the void is divided up by thin strips of stonework artistically disposed, so as to produce what is known as 'bar' tracery. Windows treated in this fashion, which came into use in the latter part of the 13th cent., soon grow to a very large size, but the original grouped lancets with a circle above survive as the

chief elements in the composition of the tracery, the smaller subsidiary spaces being filled in with spherical triangles or similar forms, the whole remaining severe and 'Geometrical' in its lines. To tracery of this kind succeeds a more ornate or 'Flowing' treatment, in which the vertical bars or 'mullions' defining the original lancets no longer terminate in forming the pointed head of the light, but are carried up into the higher part of the window where they run into wavy curves freed from the restraint of the earlier scheme. The great cast window at *Carlisle* (p. 508) is a notable example, and another is the west window at *York* (p. 469). Window tracery is not mere ornament, but was necessary as a stiffening for the glass, which in large windows could not sustain itself against wind pressure even if fortified by an armature of iron bars. The extensive surface available in these windows for glass gave an opportunity for artistic treatment in colour, and such windows were always meant to be filled with the stained glass that is one of the glories of the Gothic church. In this detail French cathedrals greatly surpass our own.

The 'Perpendicular' Style. This flowing tracery of the English 14th cent. style was the origin of the late French 'flamboyant' forms which carried to an extreme the soft and wayward flow of the flame-like curves. In our own country it led to what seems at first sight a reaction, in the form of the straight lines of the so-called 'Perpendicular' style. The mullions here run up beyond their own arch into the window-head, though not in curved but in vertical lines that are terminated only at the soffit of the containing arch of the whole window. At the same time the straight line is used also horizontally to form what are known as 'transoms' dividing the openings by level bars. Huge windows treated in this somewhat ungraceful fashion may be seen at the east ends of *York* (p. 470) and of *Gloucester* (p. 255). This predilection for the straight line is the chief characteristic of Perpendicular, and though as the name implies it is the vertical line that is most in evidence, the emphasis on the horizontal is historically even more important, as it leads on to the classical forms that come into vogue in the subsequent architectural period. In the exterior view a comparatively flat roof has taken the place of the earlier high-pitched roofs, and what is seen against the sky is not the ridge of the lofty roof but the battlements or crestings that now crown the walls of the nave. On the other hand, the vertical is greatly accentuated by the development in this period of the tower.

The square tower was favoured by the Norman builders and was terminated above in different fashions. One method was to roof it with a low pyramid of stone, of which an early example remains on *Puffin Island* off the south-eastern point of Anglesea in Wales. When the Gothic spirit with its love for *élancé* form inspired our builders, this low pyramid grew gradually into the spire, perhaps the most expressive feature of the style, an early

example of the form in a greater church being that on the cathedral at *Oxford* (p. 306). In some parts, especially in South Lincolnshire churches, such as *Rauceby* (p. 522), these early spires were continued from the towers without a break, save in so far as the octagonal plan of the spire had to be accommodated to the square of the latter, and they are called 'broach' spires, from the corner pyramids that accomplish this. In the 14th cent. period the spire was developed to greater height and elegance and enriched with projecting window-heads and foliage ornaments, and it is now distinct from the tower, which ends with a flat roof guarded with battlements or parapets, on which is planted the spire with a space left for a passage round it. Exquisite spires, dating from various centuries, are seen on churches of the village type such as *Grantham* (p. 391) and *Louth* (p. 524); St. Michael at *Coventry* (p. 326); *Newark* (p. 392); and *Kettering* (p. 353). Among the greater churches *Salisbury* (p. 113) is in this feature supreme with its spire over 400 ft. high. *Lichfield* (p. 245) boasts a constellation of three. *Chichester* spire (p. 65) has been rebuilt. In the later Gothic period the development of the tower almost eliminates the spire, and both the greater and the lesser churches present us with magnificent examples of the former. Magdalen tower at *Oxford* (p. 310), and the central towers of the cathedrals of *Canterbury*, *Gloucester*, and *Lincoln*, are noble features that seem from a distance to dominate the surroundings, while work as beautiful though on the village scale is common in Somerset and East Anglia. These 'Perpendicular' towers in their general proportions and their details emphasize the vertical, and the same is true of the piers of the nave arcades in the interior. These are commonly tall and slender, flatly treated in the matter of mouldings and carved ornament, and sometimes without any capitals or imposts to mark where the upright pier ends and the arch begins. They send up slender shafts to support, or to assume the appearance of supporting, the principal members of the roof. In the smaller churches the roof is of wood, generally flat in section, and with its carved enrichment it is one of the glories of English church architecture. These roofs are sometimes of the same type as those over the mediæval halls (p. xxxii) and sometimes of a more ecclesiastical order, adorned with carved angels. They are especially fine in East Anglia. *Trunch* (p. 554), in Norfolk, is only one of very many notable examples. In the greater churches the Perpendicular style developed a specially English mode of stone vaulting on which something must be added.

The early Gothic intersecting vault in England follows the scheme evolved by the French constructors. Both in an æsthetic and a material sense the ribs are part of the construction. They emphasize the division of bay from bay and define the lines of the groins, while at the same time they serve as a firm skeleton facilitating the after process of filling in the spaces with the so-called 'web' or 'shell' of stonework. French shells were so put together that nothing further was constructively needed, but the English were thought to require further rib-support, and to English eyes also the re-

entrant angle at the ridge, where the two halves of each vaulting field meet at the top, needed emphasis just as much as the salient arris of the groin. For this too there was a constructive as well as an æsthetic reason. Ridge ribs were accordingly added as well as supernumerary ribs called 'tiercerons' (from the French *tiers*, a third) which run up between the original ribs and abut against the ridge ribs. In the nave of *Exeter* cathedral (p. 128) there are in this way no fewer than thirteen ribs radiating from each point of springing, and all have a justification in constructive reasons. Later there are introduced cross or tie ribs, called 'liernes' (from *lier*, to tie), that run across as fancy suggests between two adjacent ribs, and these are not constructive but merely ornamental. Introduced about 1300, lierne vaulting fascinated the builders of the West and South of England, and led to a multiplication of these otiose features that were made to form geometrical or flowing patterns covering the surface of the vault and masking its constructive forms. The choir of the cathedral at *Oxford* (p. 307), the presbytery at *Tewkesbury* (p. 260), the Lady Chapel at *Gloucester* (p. 255), offer some of the most elaborate examples. Some writers claim admiration for this perversion of the originally constructive rib to a purely decorative purpose, but the work, however ingenious and superficially attractive, is hardly architecture. In the Perpendicular period, apparently for the first time in the cloisters of *Gloucester* (p. 256), begun c. 1351, there appears the specially English form of roofing called the 'fan vault,' which has the logical character in which the lierne vault is so deficient. From the point of view of the mason the lierne vault with its multiplied ribs had been difficult to construct owing to the variations in the curves of the ribs, and the fan vault substituted ribs all of a single curve, while the appearance of the vault was also much simplified. There is one constituent member of the vault and this is repeated as often as may be needful. The form of this is technically called 'conoid,' but it may be compared to an arum lily on its stem. The stem is the vaulting shaft and the spreading trumpet-shaped flower repeated along the space to be roofed and met by similar forms from the opposite side forms the vault, the spaces between the circular margins of the conoids being afterwards filled in. The construction of such a vault, like those over Henry VII's chapel at *Westminster* (p. 6) and King's College Chapel at *Cambridge* (p. 528), is a tour de force in scientific masonry that has hardly been equalled in the whole history of the building craft. The curve used for the ribs of the fan vault is commonly struck from two centres, the upper part being an extremely flat curve, the lower one much sharper. This double curve repeated in reverse for the head of an opening forms the so-called 'four-centred' or 'Tudor' arch, much used in the Perpendicular style, especially for doorways, and its flatness emphasizes the horizontal. This is also the case with the horizontally headed window filled in below with tracery that was used already in the Decorated period but becomes more

common later on, and also with the panelling, which is the Perpendicular method of enriching wall surfaces, and corresponds to the diapers of the Decorated and the arcading of the Early English styles.

THE TUDOR, ELIZABETHAN, AND JACOBEAN STYLES. The elements in the Perpendicular style that make for flatness were specially suited for domestic architecture, and the style called 'Tudor,' corresponding in time to later Perpendicular, is a civil rather than an ecclesiastical style. It is essentially sober and restful, making large use of brick with stone facings as well as of stone, and so suited to the English taste that it remained in vogue for certain purposes after the introduction of Italian forms in the Elizabethan age. There is a good deal of work in the Tudor style at *Oxford* and *Cambridge* executed even as late as the 18th century. Wadham College, Oxford, was built in the early part of the 17th cent. though there are parts that seem a hundred years or more earlier.

In the style called 'Elizabethan' the influence of the Italian Renaissance makes itself felt, but this is shown in details rather than in any transformation of the main lines and masses of buildings. The style found its best expression in the great houses erected under Elizabeth and in the early part of her successor's reign by the nobles of the time. Many of these exhibited a sumptuousness verging on the extravagant and the turgid, and in this they reflect the Renaissance spirit. *Audley End* (p. 525) is now sufficiently imposing, but as planned it was twice the size. At *Hardwick Hall* (p. 382) the windows are of extraordinary dimensions, destroying all sense of domestic comfort in a home. One is reminded of 'the spacious times of great Elizabeth,' and remembers that in France there was the same lavish outpouring of architectural resources in the early Renaissance epoch. Approaching these buildings more closely we observe a picturesqueness in the grouping, and an emphasis upon the vertical in towers and pavilions, that savour nothing of the antique, but in detail, as at *Wollaton* (p. 368; 1580), the classical orders are in evidence, and the effective corner turrets are finished with crestings enriched with the ornament of curling bands known as 'strap-work.' In interiors the development of the long gallery and of the windows has been already referred to (comp. p. xxxii), and these last take the form very commonly of projecting bows, a form prefigured in the mediæval oriels. They are often carried up through two or three stories. The chimney pieces are elaborately wrought in a somewhat florid Renaissance style that occurs also in Elizabethan tombs in the churches.

Jacobean work is in general design more sober than Elizabethan, but uses the same details. There is excellent carved woodwork of the period in both churches and mansions, pulpits and staircases supplying good examples. In church work the carved screen in St. John's, at *Leeds* (p. 407), a church erected in 1634, is to be noted, and may be compared with the famous organ screen in

King's College Chapel, *Cambridge* (p. 528), of 1534, an early example of Renaissance design. This woodwork is accessible for study in numerous specimens in the Victoria and Albert Museum (p. 7), collected from old houses now demolished. Ornamented plaster ceilings matched the panelling of the walls.

The Classical Styles of the 17th and 18th Centuries. To Inigo Jones is due the introduction into this country of a style that is as classical in its main design as in details, and his *Banqueting Hall* (p. 6) in London, of 1622, is the first of a series of civil and ecclesiastical buildings covering the next two centuries, that exhibit the monumental character of the best work of the Renaissance, with a due adaptation to modern conditions and at times with reminiscences of that mediæval art, the feeling for which never wholly died out in this country. Sir Christopher Wren's *St. Paul's* (p. 8), which was building from 1675 to 1710, and his *Greenwich Hospital* of 1705; the *Radcliffe Camera* (p. 314) at Oxford, a masterpiece by James Gibbs of 1737; *Somerset House* (p. 8) in London, by Sir W. Chambers, begun in 1777; and, later, *St. George's Hall* (p. 210) in Liverpool, designed by H. Elmes in 1838, are works of which any nation might well be proud. Robert and James Adam's monumental design is perhaps better represented in *Edinburgh* than anywhere in England, and most of what they executed in London was domestic. Portland Place, however, and the so-called 'Adelphi' exhibit the lordly character of their schemes. In the 18th cent. domestic architecture on what may be called monumental lines was finely represented at *Bath* (p. 148) in the work of the two Woods, father and son; while house-designs of a quiet but very satisfying order were being carried out all through that century, and according to its date the work is classified as 'Queen Anne' or 'Georgian.' London, with its suburbs such as *Hampstead* and *Highgate*, still retains abundant examples.

The Later History of English Churches. It will be noted that the buildings representing the Tudor style and its successors are nearly all of the secular kind. Wren's St. Paul's and his interesting and still in feeling partly mediæval London City churches, due to the Great Fire, are exceptional, and the greater and lesser churches of the country, though not unaffected by the Renaissance, escaped the general pulling down and rebuilding that one trembles to think might have been their fate. They remained in familiar use, and this is attested by the fact that all the later centuries left on them their mark. Tombs and monuments, Elizabethan, Stuart, Georgian; fittings in carved woodwork; painted panels with the Royal Arms; clerks' desks under the pulpit, and many other details and installations of a post-mediæval order are witnesses to the changing conditions on which the Perpendicular or the Anglo-Saxon tower has looked down. There are a few churches, such as *Deerhurst* (p. 260) and *Liddington* (p. 243), that preserve the

special Puritan arrangements around the communion table. In the modern epoch of church restoration the buildings have been relieved of many things, like high pews and intrusive galleries, that were encumbrances calling for removal, but on the other hand many fittings, though to the purist eye incongruous, were of value as part of the history of the edifice, and might often have been spared. At the same time the ultra-mediæval spirit of the restorers has not falsified but has done due homage to the real genius of the monuments. They are links with the past, binding together as by a golden thread the democratic England of to-day with its feudal forerunner, and both with the older Saxon realm whose sceptre was once swayed by the only English king who has won for himself the title of 'the Great.'

ARCHITECTURAL PERIODS

The following chronological table of English architectural periods gives in round figures the dates corresponding to the 'period names' mentioned in Professor Baldwin Brown's foregoing article (p. xxxvi), which, though they are objected to by some present-day authorities, may be justified on the grounds of convenience and general usage. The word 'pre-historic' is employed in a special sense applicable to England (comp. p. xiv).

Periods	Approximate Dates
Pre- and Proto-Historic :	
Neolithic	3000 ?–1800 B.C.
Bronze Age	1800–500 B.C.
Early Iron Age and Late Celtic Period	500 B.C.–100 A.D.
Romano-British	100–400 A.D.
Romanesque :	
Anglo-Saxon	400–1066
Early Norman	1050–1100
Mature Norman	1100–1150
Transitional	1150–1190
Gothic :	
Early English	1190–1280
Decorated	1280–1380
Perpendicular	1380–1550
Renaissance : Tudor, Elizabethan, Jacobean, Queen Anne, Georgian, Neo-Classic	16th, 17th, 18th, and early 19th centuries.

DIMENSIONS OF ENGLISH CATHEDRALS

Measurements, given in feet, are internal, except for the towers	Total Length	Length of Nave	Width of Nave (incl. Aisles)	Height of Nave	Length of Transept	Height of Central Tower	Height of West Towers	Total Area in sq. ft.[1]
Bristol (p. 139) .	300	125	69	52	1.5	123	107	22,556
Canterbury (p. 27)	517	188	72	80	136[2]	235	178	43,294
Carlisle (p. 508) .	204	39¼	62	72[3]	21	110	—	15,270
Chester (p. 219) .	345	150	73	73	182	127	—	31,550
Chichester (p. 65) .	376	155	90	61	130½	271	92	28,500
Durham (p. 488) .	469½	205	80	72¾	172	218	144½	44,602
Ely (p. 539) . .	520½	208	77½	86	178½	170	215	46,000
Exeter (p. 128) .	383	150	72	68	140	145	—	29,600
Gloucester (p. 254)	420	180	86	68	149	225	—	30,600
Hereford (p. 262) .	342	158½	73⅓	64	146	140	50	33,318
Lichfield (p. 245) .	371	173	67	57	149	258	198	27,720
Lincoln (p. 514) .	481	215	80	82	223[4]	271	206	57,200
Liverpool[5] (p. 211)	611	192	86	116	198	280	200[6]	101,000
London[7] (p. 8) .	479	200	102	89	250	365	222	59,700
Norwich (p. 550) .	399	253	72	69½	173	313	—	34,800
Oxford (p. 306) .	179	102	53	41½	115	144	—	12,915
Peterboro' (p. 388)	426	230	81	80½	182	124	177[8]	39,591
Ripon (p. 465) .	270	133	87	94	133	121	121	25,280
Rochester (p. 17) .	305½	118	63	55	120[9]	156	—	23,300
St. Albans (p. 348)	520½	275½	77¾	70	175½	149	—	39,200
Salisbury (p. 113)	449	195	82	81	20[10]	404	130	43,515
Truro (p. 180) .	275	135	62	70	111	250	204	23,200
Wells (p. 150) .	383	161	82	67	135	165	125	29,070
Winchester (p. 74)	526	250	88	78	208	150	—	53,480
Worcester (p. 277)	400	178	75	68	126[11]	196	—	33,200
York (p. 469) . .	486	212	104½	99½	223½	213	202	60,952

[1] Mainly from Lord Grimthorpe's 'A Book on Building' (1880). — [2] E. Transept 172 ft. — [3] Choir. — [4] W. Transept 127 ft. — [5] Unfinished. — [6] N. Tower. — [7] St. Paul's Cathedral. — [8] N.W. Spire 170 ft. — [9] E. Transept 88 ft. — [10] E. Transept 143 ft. — [11] E. Transept 120 ft.

SOVEREIGNS OF ENGLAND

ENGLAND, inhabited by a Celtic population, was invaded in 55 B.C. and again in 54 B.C. by Julius Cæsar, but the Roman conquest of Britain was not begun until 43 A.D., under the Emperor Claudius. The first Roman settlement was established in 51 A.D. at Camulodunum (p. 545) in Essex. The Roman forces were finally withdrawn from Britain in 410, and the more or less civilized Britons, harried by the attacks of the Picts and Scots, summoned to their assistance the Jutes, Angles, and Saxons about 450. These piratical peoples, settling in the country they were invited to protect, founded various kingdoms, which, after much strife, became united under the overlordship of Egbert, King of Wessex, with whom the line of English sovereigns may be reckoned to begin.

Anglo-Saxons

827–836. EGBERT.
837–858. ETHELWULF.
866–871. ETHELRED I.
871–901. ALFRED THE GREAT.
901–925. EDWARD THE ELDER.
946–955. EDRED.
959–975. EDGAR.
978–1016. ETHELRED THE UNREADY.
1016. EDMUND IRONSIDE.
[1016–1035. CANUTE THE DANE.
1035–1040. HAROLD I.
1040–1042. HARDICANUTE]
1042–1066. EDWARD THE CONFESSOR.
1066. HAROLD II.

Normans

1066–1087. WILLIAM THE CONQUEROR.
1087–1100. WILLIAM RUFUS.
1100–1135. HENRY I.
1135–1154. STEPHEN.

Plantagenets

1154–1189. HENRY II.
1189–1199. RICHARD I.
1199–1216. JOHN.
1216–1272. HENRY III.
1272–1307. EDWARD I.
1307–1327. EDWARD II.
1327–1377. EDWARD III.
1377–1399. RICHARD II.

Lancastrians

1399–1413. HENRY IV.
1413–1422. HENRY V.
1422–1461. HENRY VI.

Yorkists

1461–1483. EDWARD IV.
1483. EDWARD V.
1483–1485. RICHARD III.

Tudors

1485–1509. HENRY VII.
1509–1547. HENRY VIII.
1547–1553. EDWARD VI.
1553–1558. MARY I.
1558–1603. ELIZABETH.

Stuarts

1603–1625. JAMES I.
1625–1649. CHARLES I.
[1649–1660. COMMONWEALTH]
1660–1685. CHARLES II.
1685–1688. JAMES II.
1688–1694. WILLIAM III AND MARY II.
1694–1702. WILLIAM III.
1702–1714. ANNE.

Hanoverians

1714–1727. GEORGE I.
1727–1760. GEORGE II.
1760–1820. GEORGE III.
[1810–1820. REGENCY]
1820–1830. GEORGE IV.
1830–1837. WILLIAM IV.
1837–1901. VICTORIA.

House of Saxe-Coburg

1901–1910. EDWARD VII.

House of Windsor

GEORGE V.

BOOKS ABOUT ENGLAND

In the following brief list are grouped the names of a few modern books that may be found useful and suggestive by the average traveller in England, if not by the specialist. In most cases the date of the latest edition only is given. Many works of local interest are mentioned in the text. For books on motoring, see p. lxvi; for directories and books of reference, see p. lxix.

The standard work on England generally may now be taken to be the *Victoria History of the Counties of England* (1900 seq.), a monumental work by recognized authorities, of which 73 volumes have so far appeared, dealing with all manner of interests from archæology to sport. With this may be classed the Inventories for Herts and Bucks (1910 seq.) issued by the *Royal Commission on Historical Monuments*. — The following works are much less ambitious in size and scope.

Art and Archæology. 'The Arts in Early England,' by *G. Baldwin Brown* (1903 seq.).—'Earthwork of England,' by *A. H. Allcroft* (1908). — 'The Early Norman Castles of the British Isles,' by *Ella S. Armitage* (1912). — 'Mediæval Military Architecture in England,' by *G. T. Clark* (1884). — 'Military Architecture in England during the Middle Ages,' by *A. Hamilton Thompson* (1912). — 'Gothic Architecture in England' (1905), 'The Cathedrals of England and Wales' (1912), and 'An Introduction to English Church Architecture' (1913), by *Francis Bond*. — Bell's '*Cathedral Series*' (edited by Gleeson White and E. F. Strange). — George Allen's '*County Churches*' (a series edited by J. C. Cox). — 'Some Account of Domestic Architecture in England,' by *T. Hudson Turner* (1851–59). — 'The Growth of the English House' (1909), 'A Short History of Renaissance Architecture in England' (1914), and 'The English Home from Charles I to George IV' (1918), by *J. A. Gotch*. — 'The Manor Houses of England,' by *P. H. Ditchfield* (1910). — The '*Antiquary's Books*' (1903 seq.; edited by J. C. Cox) form an illustrated series published by Methuen, including volumes on prehistoric remains, Roman Britain, castles, monastic life, bells, brasses, and church fittings, manors, royal forests, folk-lore, costumes, etc.

Literary and Historical Associations. 'Literary Geography,' by *W. Sharp* (1907). — 'A Literary Pilgrim in England,' by *Edward Thomas* (1917). — 'Milton's England,' by *Lucia A. Mead* (1903). — 'The Ingoldsby Country,' by *C. G. Harper* (1911). — 'Thackeray's Haunts and Homes,' by *Eyre Crowe* (1897). — 'The Thackeray Country,' by *Lewis Melville* (1911). — 'Rambles in Dickens' Land,' by *R. Allbut* (1899). — 'The Real Dickens Land,' by *H. S.* and *C. W. B. Ward* (1904). — 'The Dickens Country,' by *F. G. Kitton* (1911). — 'Charlotte Brontë,' edited by *Butler Wood* (1917). — 'The Blackmore Country,' by *F. J. Snell* (1911). — 'The Wessex of Romance,' by *Wilkinson Sherren* (1908). — 'The Hardy Country,' by *C. G. Harper* (1911). — 'The American Pilgrim's Way in England,' by *M. B. Huish* (1907). — 'American Shrines in England,' by *A. T. Story* (1908). — 'Rambles with an American' (1910) and 'The Pilgrim from Chicago' (1913), by *Christian Tearle*.

General Descriptive Works. Macmillan's '*Highways and Byways*,' an attractively illustrated series, deal with 14 various counties in a literary and discursive style. — Other series are Dent's *Mediæval Towns* (written by various authors), Longman's *Historic Towns* (edited by E. A. Freeman and W. Hunt), Methuen's *Ancient Cities* (edited by B. C. A. Windle), and the *Story of the English Towns Series*, by J. S. Fletcher (1919). — 'Rural Rides,' by *William Cobbett* (1821–32), 'English Traits,' by *R. W. Emerson* (1856), and 'English Notebooks,' by *Nathaniel Hawthorne* (1870), are still classics. — Three recent American books are 'English Hours,' by *Henry James* (1905), and 'Certain Delightful English Towns' (1906) and 'Seven English Cities' (1909), both by *W. D. Howells*. — *J. J. Hissey* and *C. G. Harper* are the authors of various works descriptive of tours by road through different parts of England. — Methuen's *Little Guides* are a series of small county gazetteers, arranged alphabetically, and make a special feature of church architecture Other series of guide-books are *Baddeley's* (pub-

lished by Nelson) and the moderate-priced handbooks (nearly 100 in number) of the *Homeland Association*. *Murray's County Handbooks*, now mostly out-of-print, contain much interesting historical and archæological detail.

MISCELLANEOUS. 'The Scenery of England,' by *Lord Avebury* (1902; geological). — 'Britain and the British Seas,' by *H. J. Mackinder* (1907; geographical). — 'The Industrial History of Modern England,' by *G. H. Perris* (1914). — 'Place-Names of England and Wales,' by *J. B. Johnston* (1915). — 'Shakespeare's England' (tercentenary volume; 1916). — 'Social England,' edited by *H. D. Traill* and *J. S. Mann* (1901–4). — 'Roman Roads in Britain,' by *T. Codrington* (1918). — Pilgrim Life in the Middle Ages,' by *Sidney Heath* (1911).

PRACTICAL INFORMATION.

I. ON THE WAY TO ENGLAND.

Routes between England and North America.

The conditions of the transatlantic passenger service are still far from normal. The information given below has been supplied by the companies concerned, but passengers should in all cases apply to the steamship office for the latest information as to sailings, and they should secure tickets, berths, passports (p. lvi), etc., as early as possible. The voyage generally takes from 6 to 10 days. The fares vary considerably according to the season and the size, speed, and general character of the steamers, but the slowest and cheapest steamers are not necessarily the least comfortable. Children are taken at half-fares between the ages of 1 and 10 in the saloon, and between the ages of 1 and 12 in the second cabin and third class.

Cunard Line. Offices at Liverpool (Cunard Building, Pierhead), London (29–31 Cockspur St. and 51 Bishopsgate), Southampton (Maritime Chambers, Canute Road), New York (21–24 State St.), etc. The present services are from New York to Southampton, to Liverpool, or to London; from Boston to Liverpool; and from Canada to Bristol. Fares: saloon from £36, £38, £44, or £45 ($150, $165, $175, or $205), according to steamer; cabin from £21 ($95); second cabin from £21, £22, or £24 ($97, $102, or $110); third class from £13 or £14 ($62–67).

Anchor Line. Offices at Glasgow (Anchor Line Buildings, St. Vincent Place), London (29–31 Cockspur St. and 16 Gracechurch St.), New York (21–24 State St.), etc. The present service is between New York and Glasgow. Fares: saloon from £33; cabin and second class from £21; third class from £13 15/.

Canadian Pacific Ocean Services. Offices at Liverpool (Pierhead), London (14 Cockspur St. and 103 Leadenhall St.), etc. The present services are from Montreal and Quebec (in winter from St. John, N.B., and Halifax) to Liverpool, London, Bristol, Southampton, and Glasgow. Fares: first class from £38; cabin from £21 or £22; third class from £13 10/ or £14.

The International Mercantile Marine, or 'American Combine,' has joint offices at Liverpool (30 James St.), London (1 Cockspur St. and 38 Leadenhall St.), Southampton (Canute Road), New York (9 Broadway), Boston (84 State St.), etc. The pre-war services were as follows. *White Star Line*: from New York to Queenstown and Liverpool; from New York to Cherbourg and Southampton; from Boston to Liverpool; and from Montreal and Quebec (in winter from Halifax and Portland) to Liverpool. *American Line*: from New York to Plymouth, Cherbourg, and Southampton, and from Philadelphia to Liverpool. *Leyland Line*: from Boston to Liverpool. *Atlantic Transport Line*: from New York to London.

Saloon and second class passengers are allowed 20 cubic feet of luggage free, third-class passengers 10 cubic feet; excess is charged at 1/ per cubic foot. Luggage may be insured at the rate of 6/3 per £100 (minimum 3/3). Travellers should pack the clothes they need on the voyage into small flat trunks (not more than 14 in. high, 2 ft. wide, and 3 ft. 8 in. long), such as can easily be slipped under the stateroom berth. Bulkier packages are stowed away in the hold. The steamship companies provide labels discriminating the two classes of baggage. On boarding the steamer the passenger should interview the deck

steward to secure a deck-chair (4/ for the voyage), the saloon steward to have his seat at table assigned, and the bath steward to fix the hour of his morning bath. The table and stateroom steward each expect a gratuity of 10/ at the end of the voyage; smaller tips are given to the smoking-room steward, the bath steward, the boot-cleaner, and the deck steward (if his services have been needed). Warm clothes and rugs are seldom superfluous, even in summer.

On landing, the passenger's first task is to attend to the custom-house examination of his luggage, which he will find under the initial of his surname on the custom-shed wall. In normal times the examination is lenient and speedy (comp. p. lvi). The official charge for porterage to cab or train is 6*d.* for each trunk and 3*d.* for smaller articles. The passengers of the larger steamers are usually conveyed to London by special train, which in some instances starts from the dock. Agents also meet the steamers, offering to express baggage to any address, and baggage may even be expressed from New York to Europe through any of the usual express companies.

Routes between England and the Continent.

A. By Steamer. Most of the pre-war cross-channel services have now been restored to public use, but the arrangements given below are liable to frequent alteration. The North Sea services to Dutch, Scandinavian, and other ports are still quite abnormal. Careful enquiries should in every case be made beforehand at the offices of the companies concerned or at Cook's or other agent's and, in the case of aliens, at the traveller's consulate. — Luggage should be kept to the smallest possible dimensions. Notes as to the weather conditions of the Channel passages are published in the chief daily papers and are posted up at the railway termini. Food is provided at a fixed tariff on all the steamers; on the longer voyages the steward expects a small gratuity.

I. To Paris, France, Switzerland, Italy, etc. Passengers to Paris are allowed a maximum of 200 lb. of luggage (66 lb. free; registration 1/–1/6). Half-fares for children aged 3–7.

(*a*) *Viâ Dover* (p. 22) and *Calais*. Daylight service (incl. Sun.) from London (Victoria, S.E. & C.R.; p. 2) to Paris (Gare du Nord) in 9¼ hrs. Sea-passage 1½ hr. Fares to Paris 75/3, 51/11 (no 3rd class), return (1 month) 131/, 92/9. To Calais in 3¾ hrs.; fares 43/3, 30/8, return 86/6, 61/4.

(*b*) *Viâ Folkestone* (p. 14) *and Boulogne*. Daylight service (incl. Sun.) from London (Victoria, S.E. & C.R.; p. 2) to Paris (Nord) in 9½ hrs. (3rd class in 12½ hrs.). Sea-passage 1¾ hr. Fares to Paris 69/3, 47/11, 32/8, return (1 month) 124/6, 88/3, 60/3. To Boulogne in 4 hrs.; fares 41/9, 29/8, 20/10, return, 83/6, 59/4, 41/8.

(*c*) *Viâ Newhaven* (p. 51) *and Dieppe*. Daylight service (incl. Sun.) from London (Victoria, L.B. & S.C.R.; p. 2) to Paris (St. Lazare) in 9 hrs. Sea-passage 3½–4 hrs. Fares to Paris 47/, 33/9, return (1 month) 83/6, 58/6. To Dieppe in c. 5½ hrs.; fares 43/8, 30/9, return 68/7, 47/3.

(*d*) *Viâ Southampton* (p. 80) *and Havre*. Nightly service (incl. Sun.) from London (Waterloo, L. & S.W.R.; p. 2) to Paris (St. Lazare) in 16¼ hrs. Sea-passage 7 hrs. Fares to Paris 57/2, 41/11, return 98/10, 71/; from Southampton in 13 hrs., fares 49/4, 35/, return 83/6, 58/10. To Havre in 10¼ hrs., 45/9, 32/3, return 70/6, 52/6.

(*e*) *Viâ Southampton* (p. 80) *and St. Malo*. Night service (restricted at present to twice or thrice weekly); sea-passage c. 12½ hrs.

II. To Belgium, Cologne, Bâle, etc. (*a*) *Viâ Dover* (p. 22) *and Ostend*. Daylight service twice daily (incl. Sun.) from London (Victoria, S.E. & C.R.; p. 2). Sea-passage (Belgian mail-steamers) 4 hrs. To Ostend in 6¼–½ hrs. (45/10, 31/11, 23/1), to Brussels in 8¾–10¾ hrs. (57/9, 40/, 27/11); to Antwerp in 12¼ hrs. (58/4, 40/5, 28/2). Children (4–10) half-fares. Free luggage 66 lb. (registration 1/).

(*b*) *Viâ Harwich* (p. 546) *and Antwerp.* Service from London (Liverpool St. G.E.R. ; p. 2) on Mon., Wed., & Fri. (daily before the War), leaving Harwich at daybreak next day. Sea-passage (G.E.R. steamers) c. 10½ hrs. Fares, 60/, 40/.

(*c*) *Viâ Grimsby* (p. 524) *and Antwerp.* By G.C.R. steamer once weekly (before the War thrice weekly) ; fare to Antwerp 60/.

(*d*) *Viâ Goole* (p. 394) *and Dunkirk.* By L. & Y.R. steamer on Wed. ; fare to Dunkirk £4.

III. To Holland, Germany, etc. — (*a*) *Viâ Folkestone* (p. 14) *and Flushing.* Daily except Sun. (before the War twice daily) from London (Charing Cross, S.E. & C.R. ; p. 2). Sea-passage (Zeeland Steamship Co.) 7 hrs. (fare 45/9). Passengers spend the night before on the steamer. To Flushing in 13¾ hrs. (66/, 56/11) ; to Amsterdam in 18¾ hrs. (92/2, 76/8).

(*b*) *Viâ Harwich* (p. 546) *and Hook of Holland.* Service daily (except Sun.) from London (Liverpool St. ; p. 2), leaving Harwich at daybreak next day. Sea-passage c. 7 hrs. Fares to Hook of Holland 60/, 40/ ; to Amsterdam 72/7, 49/6.

(*c*) *Viâ Grimsby* (p. 524) *and Rotterdam.* By G.C.R. steamer weekly (before the War thrice weekly) ; fare to Rotterdam 60/.

(*d*) *Viâ Tilbury* (p. 543) *and Rotterdam.* By Batavier Line steamer on Mon., Wed., & Sat. (daily before the War) ; sea-passage 7–8 hrs. Fares from London (Fenchurch Street ; p. 2) to Rotterdam 80/ 52/6.

(*e*) *Viâ Goole* (p. 394). By L. & Y.R. steamers on Wed. & Sat. to *Amsterdam, Rotterdam, Antwerp, and Ghent.* Fare (including food) £4.

(*f*) *Viâ Southampton* (p. 80) *and Hamburg.* By transatlantic steamer of the *American Line* (p. liii).

(*g*) *Viâ Hull* (p. 482) *and Hamburg.* By Ellerman's Wilson Line fortnightly. Fare £6 10/.

IV. To Scandinavia. — (*a*) *B. & N. Line* from Newcastle (p. 491) on Mon., Tues., & Sat. to Bergen and on Thurs. & Fri. to Stavanger, Haugesund, and Bergen. Fares to Bergen (incl. food) £11, £5. Sea-passage c. 24 hrs.

(*b*) *Ellerman's Wilson Line* from Hull (p. 482) on Tues. & Fri. to Copenhagen (fares, incl. food, £10, £5, £4), on Fri. to Esbjerg (£6, £4 ; food extra), and weekly to Christiansand and Christiania (£11, £5 10/).

(*c*) *United Shipping Co.'s Steamer* from Harwich (p. 546) on Tues. & Sat. to Esbjerg (£6, £3 ; food extra).

(*d*) *Fred Olsen Line* from Newcastle (p. 491) on Sat. to Christiania (fares, incl. food, £11, £9, £5 10/). Sea-passage c. 48 hrs.

(*e*) *Finland Line* from Hull (p. 482) twice monthly to Copenhagen and Helsingfors and once monthly to Copenhagen and Åbo. To Copenhagen in c. 2½ days (fares, incl. food, £10, £7, £4) ; to Helsingfors or Åbo in c. 6 days (£20, £16, £10).

(*f*) *L. & Y.R. Steamer* from Goole (p. 394) on Wed. to Copenhagen (fare, incl. food, £10, return £20).

B. By Air Service. On August 25th, 1919, Aircraft Transport & Travel Ltd. (25–27 Old Queen St., London, S.W. 1) began its aeroplane service from London to Paris, followed on Sept. 1st by the service of the Handley Page Transport Ltd. (Cricklewood, London, N.W. 2) to Paris, and on Sept. 24th by the Handley Page service to Brussels, and in 1920 by the service of the Instone Air Line (49 Leadenhall St., E.C. 3) to Paris. Places may be secured at the offices of the companies or from Messrs. Thos. Cook (p. 4), the Lepaerial Travel Bureau (Piccadilly Circus), the American Express Co. (p. 4), etc.

These services start at present from *Waddon Aerodrome* (Waddon station on the L.B. & S.C. Railway), near Croydon, S. of London. The Paris services fly to and from *Le Bourget Aerodrome* (Bourget station, on the Grande Ceinture), N.W. of Paris ; the Brussels service to and from *Evere Aerodrome*, N.E. of Brussels (half-an-hour's cab-drive from the city).

PARIS SERVICE *of the Aircraft Transport & Travel Co.* daily both from Waddon and from Le Bourget, at 12.30 p.m. The flight takes about 2¼ hrs. and the fare is £21 (return £42). Luggage allowance, 15 lb. The Airco machines on this service carry 2 or 4 passengers.

PARIS SERVICE *of the Handley Page Co.* from Waddon on Tues., Thurs., & Sat. at noon, returning from Le Bourget on Mon., Wed., & Fri. at noon. The flight takes about 3 hrs., and the fare is £15 15/ (return £31 10/). Luggage allowance, 30 lb. — On the intermediate days the service is maintained by Bréguet machines (3 passengers) of the French *Messageries Aériennes* (2 Rue Galilée, Paris).

PARIS SERVICE *of the Instone Air Line* from Waddon on Mon. & Thurs. at 12.30 p.m., returning from Le Bourget on Tues. & Fri. at 12.30 p.m. Fares £12 (return £21).

BRUSSELS SERVICE *of the Handley Page Co.* from Waddon on Mon., Wed., & Fri. at noon, returning from Evere on Tues., Thurs., & Sat. at noon. The flight takes about 3 hrs., and the fare is £15 15/ (return £31 10/). Luggage allowance, 30 lb.

A regular air-service between Hounslow and *Amsterdam* (Soesterberg Aerodrome; in 3¼ hrs.; fare £21) is being organized by the British Aerial Transport Co., and other schemes for overseas services to the Continent have been mooted.

Custom House. All dutiable articles should be declared, as they entail smuggling penalties if found concealed. The chief articles of this nature likely to be in the possession of ordinary travellers are spirits (including cordials and perfumery) and tobacco. Half-a-pint of the former and ½ lb. of the latter (including cigars or cigarettes) are usually passed free of duty, if declared. On larger amounts duty is levied at the following rates (without any free allowance): cigars 15/7 per lb., cigarettes 12/7 per lb., other tobacco 10/–12/ per lb., spirits £2 10/–£3 10/ per gallon (£4 5/ for perfumed spirits). A small additional fine is payable on parcels of tobacco or cigars weighing less than 80 lb., but 3 lb. are passed without fine. Chocolate, sweetmeats, saccharin, musical instruments, clocks, and watches are likewise dutiable. Foreign reprints of copyright English books are confiscated. Merchandise should not be brought in passengers' luggage. The custom-house examination is at present fairly stringent. — Dogs may be brought into England only by permission of the Board of Agriculture and on condition that they are detained and isolated under the care of a veterinary surgeon for six months.

Passports. Every passenger landing in the United Kingdom must have a passport issued within the previous five years, or some other document satisfactorily establishing his nationality and identity; and, in the case of an alien, the passport or document must be visé by a British authority in the country of departure. Photographs must be attached in each case, including those of wife or minor children (under 16) included in the passport. Aliens arriving in the United Kingdom must register with the police if they remain in the country longer than one month, or at once if they become resident. — Passengers to certain parts of the British Empire must obtain a visa from the Passport Office, Lake Buildings, St. James's Park, London; and passengers to places in

British military occupation must obtain a visa from the Military Permit Office, 14A Charles St., Haymarket, London. — Passengers leaving the United Kingdom are not required under British regulations to be in possession of passports, but passports are required for landing in practically all foreign countries and all British dominions and colonies. The visas of the consuls of the countries to or through which the passenger is proceeding are generally necessary.

II. MONEY AND EXPENSES.

Money. British currency consists of notes and gold, silver, and bronze coins. The pound sterling (£ or *l.*, from *libra*) contains 20 shillings (*s.*, from *solidus*), and the shilling contains 12 pence (*d.*, from *denarius*). — *Currency Notes* for £1 and 10/ are now issued by the Treasury and are legal tender for any amount. These have displaced the gold coinage, but are exchangeable for gold at the Bank of England. *Bank of England Notes* for £5, £10, £20, £50, £100, and upward are legal tender also. [Scottish and certain provincial banks issue notes for £1, etc., but these enjoy merely local currency.] The *Gold Coins* are the sovereign (£1) and the half-sovereign (10/). The *Silver Coins* are the crown (5/), the double florin (4/; these two rare), the half-crown (2/6), the florin (2/), the shilling, the sixpence, and the threepenny bit. The *Bronze Coins* (known as 'coppers') are the penny (1*d.*), the halfpenny (½*d.*, pron. 'haypenny'), and the farthing (¼*d.*). The halfpenny is exactly one inch in diameter; the penny ⅓ oz. in weight. — The term 'guinea' means the sum of 21/; but as a coin the guinea has been out of circulation for a century.

In citing prices verbally the words 'shillings' and 'pence' are often omitted; 4/9, 12/6, 27/6, etc. (written also 4*s.* 9*d.*, 12*s.* 6*d.*, 27*s.* 6*d.*), are read 'four and nine,' 'twelve and six,' 'twenty-seven and six' etc. (2/6 is either 'half-a-crown' or 'two and six'; 1/6 is either 'one and six' or 'eighteenpence'). But 4/9½, 12/6¾, etc. (4*s.* 9½*d.*, 12*s.* 6¾*d.*) are read 'four and ninepence haypenny,' 'twelve and sixpence three farthings,' etc.

Among the most current slang terms for coins are 'quid' for sovereign, 'dollar' and 'half-a-dollar' for crown and half-crown, 'bob' for shilling, and 'tanner' for sixpence. 'Pony,' meaning £25, and 'monkey,' meaning £500, are betting expressions.

Half-crowns and florins are sometimes confounded, and it is just as well to say 'half-a-crown' in tendering that coin in payment. Careful people make a habit of jotting down the numbers of bank-notes, as this may conceivably help their recovery in case of loss or theft.

Foreign money does not circulate in Great Britain and should be exchanged as soon as possible at a bank or at one of Cook's offices. The pre-war rates of exchange, at which a pound sterling was roughly equal to 5 dollars, 25 francs, 25 lire, 20 marks, 9½ roubles, 12 gulden, or 18 Scandinavian crowns, no longer obtain; the exact exchange, which varies from time to time, is announced daily in the principal newspapers. Money for an extended tour may be conveniently carried in the form of letters of credit or circular notes from a bank. The travellers' cheques issued by the chief American

express companies and the Association of American Bankers and the circular notes of Messrs. Cook may likewise be mentioned.

Expenses. Prices, of course, rose very considerably during the War and will certainly remain high for some time. For the ordinary tourist, travelling 3rd class on the railways, living in average comfort and visiting the usual sights, the minimum daily expense can hardly be much less than 20/, and even this implies a certain watchfulness over attractive extras.

III. RAILWAYS AND OTHER CONVEYANCES.

Railways. There are no state railways in Great Britain, and the overwhelming bulk of the traffic is in the hands of about a dozen private railway companies. Apart from the longer routes, for which two or more companies combine to issue through tickets, there is often a lack of co-ordination between the services of different companies, even when they use the same station ; and in many towns the stations of different companies are a considerable distance apart. During the War, however, the railways of the whole country were controlled by a Government Railway Executive Committee, and this arrangement still obtains, with a consequent increase in the 'interavailability' of tickets for trains of different companies.

Passengers are left much more to their own initiative than on the Continent. They should therefore make sure that they are in their proper train and compartment. A seat is regarded as 'taken' if a newspaper or other article is placed upon it; in some trains of certain companies only seats may be booked in advance (fee 1/). The control of the window is by custom conceded to the passenger seated next to it, facing the engine; considerate travellers, in this position, generally take the sense of the company on the subject of ventilation. It is forbidden to enter a moving train, or to walk across the metals when a bridge or subway is provided. The railway officials are usually civil in answering questions, and enquiry offices and train-indicators will be found at most of the larger stations. — Americans may be reminded that the ticket-office is called the 'booking-office,' that the conductor is addressed as 'guard,' and that baggage is better known as 'luggage.'

On the longer routes 'corridor' or 'vestibule' carriages, with lavatory accommodation, are general, and sleeping cars (7/6–15/, in addition to the 1st class fare) and restaurant cars (B. or L. 2/6, tea from 6*d*., D. 3/ to 4/) are attached to the principal long-distance trains. 'Pullman cars,' first and third class, carriages 'de luxe' where meals are likewise served, for admission to which a small extra charge is made (1st cl. 1/6, 3rd cl. 1/), are run also on the L.B. & S.C.R., the S.E. & C.R., and the L. & S.W.R. Luncheon baskets (2/6) and tea baskets (1/) are obtainable at the principal stations, or may be ordered by giving notice to the guard at a preceding stopping-place. Most stations of any importance have refreshment rooms. Most trains have now first and third class carriages only, but second class carriages are still

found on the S.E. & C.R., the Continental trains of the G.E.R. and L.B. & S.C.R., and the suburban trains of the G.E.R. and G.N.R. Smoking is restricted to the compartments so labelled. Compartments 'for ladies only' are often provided, or will be so labelled on request. The carriages are generally steam-heated in winter; rugs and pillows (6*d.* each) may be hired at the chief stations. The Sunday service of trains differs entirely from that in force on weekdays and is much less frequent (on branch-lines often no Sun. trains), a fact to be noted by passengers starting for distant destinations on Saturday. Special services are in force also on bank holidays. Telegrams ordering refreshments, rooms at railway hotels, railway omnibuses, etc., are sent free of charge from any station on the line. — Many of the larger towns have excellent electric suburban services; many of the branch country lines are served by rail motors (one class only) stopping at 'halts' or 'platforms.'

Fares and Tickets. During the War the normal fares on English railways (1*d.* per mile 3rd class, about double that rate 1st class) were raised by 50 per cent; and this war-rate still prevails, though the normal fares are still optimistically printed on railway-tickets and are quoted throughout this Guide. The table at the end of the volume conveniently shows the relation between the old rate and the war-rate. — The former generous provision of 'week-end tickets,' 'tourist tickets,' 'circular tour tickets,' 'excursion tickets,' etc., is likewise still in abeyance. Return-tickets, available for six months for journeys over 20 m., are issued at a considerable reduction (especially on first-class fares). — At many stations persons not travelling by train are not admitted to the platforms without a platform ticket (1*d.*; obtained from an automatic machine or at the booking office).

Luggage. The maximum allowance of free luggage is at present 100 lb. per ticket for all classes. No overweight is permitted; excess luggage must be sent as a 'parcel' (quickest by passenger train, cheapest by goods train). The pre-war allowance for 1st and 2nd class tickets was greater; and excess luggage was admitted if paid for. Passengers with luggage should take care that each package is clearly addressed and should be at the station in good time to see that it is labelled for its destination by a porter and put into the luggage van. Travellers to the Continent book their luggage to its destination and receive a numbered receipt for the fees charged. The railway porter who conveys luggage between cab and train expects a tip (from 3*d.* for a light bag upwards). Special tickets are required for dogs, bicycles, baby-carriages, etc. Luggage may be left in the Cloak Room or Left Luggage Office (at small stations in the booking-office) for a fee of 2*d.* the first day and 1*d.* per day after (bicycles 4*d.* and 2*d.*). Many of the railway companies collect passengers' luggage and forward it 'in advance' at a charge of 1/ to 1/6 per package, but the passenger-tickets must be bought previously and delays often occur.

TIME TABLES. *Bradshaw's Railway Guide* (monthly; 2/) is the most complete; *Casseil's Time Tables* (monthly; 1/6) are good also. The *A.B.C. Railway Guide* (monthly; 2/) and the *London Time Table* (monthly; 1/) are convenient for journeys to and from London; local time tables (1*d.*–6*d.*) are published in every town of any importance. The railway companies publish their own time tables at irregular intervals (3*d.*).

Steamers. Before the War various lines of coasting-steamers, plying from all the principal seaports, afforded an inexpensive and pleasant means of transit from port to port; and from most of the larger coast-resorts regular or occasional pleasure-steamers offered numerous opportunities of shorter voyages and excursions in summer. These services, some of which are indicated in our text, were suspended during the War, but they are now being more or less rapidly reinstated, so that enquiries on the spot are recommended to travellers fond of the sea. — Steamers ply also on both the lower and the upper Thames (pp. 32, 294); on several of the English lakes (pp. 416, 430, 437); on the Norfolk Broads (pp. 558, 560); on the Orwell in Suffolk (p. 547); and on the beautiful estuaries of S.W. England (pp. 163, 169, 170); etc. — Steamers to the *Isle of Wight*, see p. 84; to the *Channel Islands*, p. 101; to the *Isle of Man*, p. 443.

Public Conveyances by Road. Quite irrespective of the seasonal arrangements for the benefit of tourists, regular motor-services are being rapidly developed all over England, even in country districts, which link up towns and villages in an ever-expanding network and incidentally bring many beautiful districts within easy reach of the traveller by road. Considerable tours from point to point may be planned with the aid of these services, though their connections are not always convenient and comparatively little luggage can be conveyed.

COACHES. Horse-drawn conveyances are everywhere giving place to motor-vehicles, and many routes once served by two-horse or four-horse coaches are now served by motor-coaches of the char-à-banc type. A few well-appointed four-in-hand coaches in the old style still, however, ply in the tourist-season in the Lake District (p. 414) and on the N. coast of Cornwall and Devon (pp. 192, 198), etc.; and the similar coaches running from London to Brighton, Hampton Court, etc. will probably likewise resume their journeys. The best seats are beside the driver ('box-seat'; extra fee usually charged). The tourist-coaches convey a reasonable amount of luggage.

MOTOR BRAKES and CHARS-À-BANCS ply in the season from every popular tourist-resort to the attractive points of the neighbourhood within a wide radius, affording at moderate charges opportunities of half-day or whole-day excursions.

MOTOR TOURS. An easy and rapid, though perhaps rather superficial, method of seeing the country is offered by the public motor-tours, arranged in summer by Messrs. Thomas Cook & Son (Ludgate Circus, London) and by Messrs. Pickford Ltd. (206 High Holborn, London). These tours, each

passing through some interesting district of England, usually start from London and take from 3 to 14 days. The average charge is about 42/ per day, which covers all fares and first class hotel accommodation (including gratuities to hotel servants). The luggage allowance is 14–20 lb. per head. Full details and programmes are sent on application to the firms concerned.

IV. HOTELS.

New conditions arising from the War, such as changes in the ownership of some hotels, the temporary commandeering of others for government or hospital purposes, the elimination of the German manager and the German waiter, and, still more, the general re-casting of charges in view of the food difficulties, have introduced a period of transition among English hotels. Pre-war data are no longer sufficient as a basis for definite classification, and for that reason the system of 'starring' hotels is for the present edition suspended; but in the lists in the text, the hotels in each town are named approximately in order of their generally accepted standing, the cheaper houses being mentioned last. These lists, making no claim to be exhaustive, are intended to offer the traveller a reasonable choice of accommodation; and the omission of a name implies no derogatory judgment. On the whole, the difficulties of the time have been ably coped with, and the traveller will find good quarters in every part of the country, though, naturally, at higher prices than before the War.

The chief hotels in the principal towns and at the leading health resorts and seaside resorts are large, often palatial establishments managed on cosmopolitan lines, in which every modern comfort and convenience will be found, except perhaps a constant supply of iced water. The better second class houses at such places are thoroughly comfortable and are freely patronized by travellers of good station. So-called *Private Hotels*, which abound especially in the chief health and pleasure resorts, have no licence for the sale of alcoholic liquors (though visitors may provide their own wine), The best of them differ little in luxury (and charges) from first-class licensed hotels, but the name is sometimes appropriated by ordinary boarding-houses. — *Commercial Hotels*, frequented by business men, are moderate in price and are usually comfortable if not luxurious. In country towns the inns are generally 'family and commercial hotels,' with a 'coffee-room' (i.e. dining-room) for ordinary visitors and a 'commercial room' for gentlemen of the road. — *Temperance Hotels*, in which alcoholic liquors are not consumed, often afford comfortable quarters at very reasonable rates. — *Hydropathic Establishments*, many of which have licences, differ little from ordinary hotels, except that meals are served at prescribed hours and the intercourse of the guests is less formal.

Before taking possession of his rooms at a hotel, the traveller should have a precise understanding as to the charge. Bills should be paid at short intervals, as mistakes are then more easily checked. Notice of departure should be given before noon, for otherwise an extra day may be charged for. Valuables should be kept carefully locked up in the owner's trunk or deposited with the hotel-manager in exchange for a receipt. Alcoholic liquors are supplied only between the hours of 12 and 2.30 and 6 and 9.30 p.m.; those ordered otherwise than at meal-times are usually paid for on the spot. Most hotels make, on application, an inclusive 'en pensiou' charge for a stay of more than a day or two; but this arrangement is not always convenient for sight-seers, who may prefer to take luncheon or tea elsewhere.

CHARGES. The uncertainty of prices, arising from the difficulties of the food supply and other disturbing causes, renders it inadvisable, even if it were possible, to make any very precise statements on this head. The difficulty is recognized by hotel-keepers themselves, and the comparatively few hotel prices quoted in our text represent the limited response made to a request for tariffs, addressed to most tourist hotels in England. Even these prices, though they give a general idea of the charges at different types of hotels, must be regarded as approximate and relative only. For the larger and more fashionable hotels the daily rate may be estimated at about 15/–20/; for less pretentious houses and good country hotels at 12/–15/; for simpler hotels 8/6–10/6; while even in village inns it can seldom be less than about 7/6.

The charge for rooms almost invariably includes that for attendance. It not infrequently covers also the use of the public bath-rooms. Otherwise baths are an extra (hot 1/, cold 6*d.*), as are fires and the serving of meals in private rooms. The usual charge for private sitting-rooms is relatively high. Special rates are quoted for visitors' servants. — In most hotels a 'double bedded room' means a bedroom with a large double bed, not a room with two single beds.

GRATUITIES. The head-waiter (through whom the bill is generally paid), the special waiter who has attended the visitor at meals, the chambermaid, the hall-porter, and the 'boots' (who cleans the boots and carries the luggage) all expect to be 'tipped.' To get full value for one's tips, they should be distributed at least once a week. At an hotel of moderate class 10/–15/ on a bill of £5 is ample, but a one-night visitor will give proportionately more. The head-waiter receives rather more than the other servants. An occasional 6*d.* is enough for the page or lift-boy. If any charge for attendance is made in the bill, the tips may be proportionately reduced.

Restaurants. Good restaurants are, of course, to be found in all large towns and pleasure resorts; but in the average country town substantial meals are best taken at an hotel. Light luncheons, however, may often be obtained at the local confectioner's or similar establishments, which supply also teas at lower prices than the hotels, and quite as good.

Boarding Houses. Visitors who propose to spend more than a day or two at any of the chief health resorts, seaside resorts, cathedral towns, etc., will find boarding-houses considerably cheaper than hotels. The charges at these range from 52/6 or 63/ per week upwards. The most satisfactory guide in choosing such quarters is a recommendation from someone who knows both the house and the traveller; but enquiry of the stationmaster, at a leading shop, or other local

source often yields good results. Luggage may be left at the station while the traveller is securing his quarters. — Similar remarks apply also to *Furnished Apartments*, in which the hirer may arrange either to do his own catering or to have it done for him by the landlady.

Ration Cards. Meat, butter, and sugar are at present rationed in England, but catering establishments supply these to their customers without the production of food-cards. Travellers who wish to cater for themselves may obtain (free) from the local Food Office at the port of entry or elsewhere an Emergency Ration Card (renewable weekly for one month), or, if they intend to remain in England longer than a month and to travel from place to place, they may apply for a Traveller's Ration Card (valid for 20 weeks).

V. POSTAL INFORMATION.

	United Kingdom	Colonies and U.S.A.	Foreign Countries
Letters ..	2*d.* for 3 oz., then ½*d.* per oz.	2*d.* for 1 oz., then 1*d.* per oz.	2½*d.* for 1 oz., then 1½*d.* per oz.
Post Cards ..	1*d.*	1*d.*	1*d.*
Newspapers ..	½*d.* per 6 oz.	½*d.* per 2 oz.	½*d.* per 2 oz.
Printed Papers	1 oz. ½*d.*, 2 oz. 1*d.*, then ½*d.* per oz.	½*d.* per 2 oz.	½*d.* per 2 oz.
Parcels ..	2 lb. 9*d.*, 5 lb. 1/., 8 lb. 1/3, 11 lb. 1/6	See below	See below
Telegrams ..	9*d.* for 12 words, then ½*d.* per word	See below	See below

Full particulars will be found in the *Post Office Guide* (quarterly, 6*d.*) or in the *Post Office Handbook* (half-yearly, 1*d.*), obtainable at any post office. — Post offices are generally open from 8 a.m. to 8 p.m. on week-days and from 8.30 a.m. to 10 a.m. on Sundays, but most sub-offices are closed at 1 p.m. on the local weekly half-holiday. Most places in England (except London) have one delivery of letters on Sunday.

Letters, post-cards, and printed papers may be sent by air mail to Paris for a fee of 2/6 per oz. in addition to the ordinary foreign postage. — *Reply Coupons*, exchangeable abroad for stamps to the value of 25 centimes (2½*d.*), are on sale at 3*d.* each and are convenient for prepaying replies to foreign letters.

Post Cards. The postage on reply post-cards, whether for inland or abroad, is 2*d.* Picture post-cards, etc., may be sent at the 'printed paper' rate provided the words 'printed paper' be substituted for 'post-card' and nothing appear in writing except date, addresses, and a formula of courtesy not exceeding five words.

Newspapers and magazines may be sent to Canada or Newfoundland at a special rate: 2 oz. ½*d.*, 6 oz. 1*d.*, 1½ lb. 1½*d.*, then ½*d.* per ½ lb.

PARCELS must be handed in at a post office, but those over 11 lb. in weight must be sent by railway or through a goods agent. No compensation for loss or damage is paid unless a certificate of posting is obtained. The rates for foreign and colonial parcels vary according to the country of destination : to the U.S.A. 3 lb. 1/3, 7 lb. 2/3, 11 lb. 3/3 ; to Canada or New Zealand, 1/, 2/. 3/ ; to Australia, 1 lb. 1/, then 6*d*. per lb. ; to South Africa, 9*d*. per lb. ; etc. Various forms have to be filled up for the despatch of foreign or colonial parcels.

REGISTRATION. Letters and parcels may be registered at any post office for fees varying from 2*d*. to 1/10. Letters should be enclosed in the special ' registered letter envelopes ' sold at all post offices, as otherwise compensation may be refused. Parcels must be very securely fastened (if for abroad, they must be sealed).

POSTE RESTANTE. Correspondence marked ' to be called for ' or ' poste restante ' may be addressed to any post office except town sub-offices. Letters are kept for a fortnight (if from abroad, two months). Travellers may not use the Poste Restante for more than three months.

MONEY ORDERS. Within the United Kingdom money may be transmitted by means of postal or money orders (on which a small poundage is charged). Postal orders are issued up to 21/, money orders up to £40. The name and address of the sender of a money order must be given by the payee. For foreign and colonial money orders the maximum varies from £20 to £40. — Telegraph money orders are issued at the same rates, plus the cost of the telegram of advice and a supplementary fee of 2*d*. for inland and 6*d*. for foreign orders.

TELEGRAMS. Replies up to 48 words may be prepaid. Telegrams may be dropped into any post office or pillar box if properly stamped. — Foreign and colonial telegrams (minimum 10*d*.) are charged at the following rates per word (' deferred telegrams ' to extra-European countries may be sent at half-rates) :

Algeria 2½*d*.
Argentine 2/6–2/9.
Australia 3/.
Austria 3*d*.
Belgium 2*d*.
Bermuda 2/2–2/6.
Brazil 1/7–5/1.
British Central Africa 2/11.
British East Africa 2/6–2/9.
British West Indies 2/2–2/6.
Canada 8*d*.–3/2.
Ceylon 1/8.
China 3/6.
Cuba 1/8–1/10.
Czecho-Slovakia 4*d*.
Denmark 2½*d*.
Egypt 1/–1/4.
France 2*d*.
Germany 3*d*.
Greece 5½*d*.
Holland 2*d*.
India 1/8.
Italy 2½*d*.
Japan 3/11.
Madeira 1/.
Malta 4*d*.
Mesopotamia 2/3.
Morocco 4*d*.–5*d*.
Newfoundland 8*d*.–1/2.
New Zealand 2/8.
Norway 2½*d*.
Poland 4½*d*.
Portugal 3*d*.
Roumania 5*d*.
Russia 5½*d*.–1/.
Siberia 4/10.
South Africa 2/6–2/11.
Spain 2½*d*.–5*d*.
Sweden 2½*d*.
Tunis 2½*d*.
United States 1/–2/7.
West Africa 2/9–5/6.

Radiotelegrams are accepted at any telegraph office for transmission to ships at sea through British coast-stations at a usual charge of 10½*d*. per word. Wireless messages to

ships outside the radius of the ordinary coast stations and also to Canada (the cheapest rate) are sent through the Marconi Co.'s station at Poldhu.

TELEPHONES. Call offices for public use are found at most post offices and railway stations and at many shops, public libraries, etc. In passing a call the name of the exchange should be given before the number. The charge for a call is 2*d.* or 3*d.* per 3 min. Trunk or long distance calls cost 4*d.* per 25 miles up to 100 miles, then 8*d.* per 40 miles (reduced rates between 7 p.m. and 7 a.m.).

In giving a number adjacent similar figures are 'doubled' and the cipher or zero is vocalized 'oh'; thus, e.g. 8830 is called as 'double-eight-three-oh,' 7255 as 'seven-two-double-five,' 6050 as 'six-oh-five-oh.'

VI. MOTORING IN ENGLAND.

Communicated by the Automobile Association.

Motor-cars and motor-cycles entering the United Kingdom are subject to a customs-duty of 33⅓ per cent on the declared value; but foreign and colonial motorists wishing to make a temporary stay (of less than one year) may deposit the amount of the duty with the motor association of his own country (or, if a member, with the Automobile Association, see below) in return for a 'carnet' or 'triptique,' his deposit being refunded when he returns home. If the foreign motorist land without an 'international travelling pass' (see below), he must register his car at the nearest registration office (town halls at Liverpool, Southampton, Plymouth, Canterbury, etc., or offices of the various county or county borough councils); fee 20/ for a motor-car, 5/ for a motor-cycle. He must also carry British number-plates and take out a British licence to drive (5/). The possession of an 'international travelling pass' (obtained through his association at home) exempts the motorist from these conditions, but he must carry his foreign number and a plate showing his country of origin and he must obtain a temporary driving permit (free) from the customs officer. If he have a male chauffeur, he must take out a male servant's licence (15/; at any post office). The 'international travelling pass' cannot be obtained in the United States or in the chief British colonies; and motorists from these countries need not obtain one in England, unless they intend to proceed to the Continent. An annual tax of from 42/ to £42 (according to the horse-power) is levied in England on motor-cars (and of 20/ on motor-cycles); but the foreign motorist has four months' exemption, provided he has either an international travelling pass or a certificate of the registration of his car (see above), duly stamped with the date of entry by the customs officials. The driver of a motor-car must be over 17 years of age and must hold a licence (comp. above), for which, however, no examination is required.

The roads of England are for the most part excellent and

well supplied with guide-posts, though they suffered considerably during the War, especially in the neighbourhood of camps and aerodromes. The condition of their surface depends upon how recently they have been tarred. A red triangle denotes a dangerous corner or hill. The maximum speed permitted on open country roads is 20 miles per hour, but in many localities there are restricted speed limits (usually 10 miles per hour; denoted by a white circle). Motorists are liable also to be prosecuted for 'driving to the public danger,' irrespective of their speed. The rule of the road is 'keep to the left and, when overtaking, pass on the right'—the reverse of the custom usual in the United States and on the Continent.

Motor-cars must after dark carry two lamps in front, and a red light in the rear; and the rear number-plate must be illumined. Supplies of motor-spirit (petrol, benzine) are obtainable in almost every village, at garages, oilshops, etc. (signs displayed). The present price of petrol (3/1½ per gallon) is likely to be altered.

The interests of motorists in Great Britain are protected by the *Automobile Association & Motor Union*, and motorists will find their account in joining it (subscription 42/ per annum; Irish, foreign, and colonial members 21/; light cars 21/; motor-cycles 10/6). The head office is at Fanum House, 66 Whitcomb St., London, W.C. 2; of its numerous provincial branches the most important for foreign motorists are those at Liverpool (34 Castle St.), Newhaven (on the quay), Plymouth (Providential Buildings), etc. The Association erects signs for motorists all over the country and provides its members with advice concerning touring, roads, hotels, garages, legal questions, insurance, etc. It has uniformed interpreters on the quays and docks at Folkestone, Newhaven, and Southampton.

The *Royal Automobile Club*, the largest club of the kind in the world (15,000 members), offers similar advantages to its members (annual subscription for town members £6 6/, for country members £4 4/) and to its associate members (subscription 21/). The club, which possesses a sumptuous clubhouse in Pall Mall, London, and a country club-house at Woodcote Park, Epsom, publishes annually a useful yearbook and maintains a staff of uniformed tourist guides posted throughout the country to assist the members on tour. It is affiliated with numerous Colonial, American, and foreign automobile clubs. — The *Auto-Cycle Union* (subscription 10/6) is a branch of the club for users of motor-cycles.

The chief motor-racing track in England is at *Brooklands* (p. 59), Weybridge.

The information given in the text as to motor-routes is not intended to compete with the existing road-books, the best of which are those published by 'The Car Illustrated,' 'The Autocar,' Messrs. Gall & Inglis, and the Cyclists' Touring Club (see p. lxvii). The best maps for motorists and cyclists are those published by Messrs. John Bartholomew & Son, on the scale of 2 miles to an inch (37 sheets for England and Wales; mounted on linen and dissected, 4/ each).

Other books of interest to motorists are *The Dunlop Book* (1919; 42/),

a handsomely produced volume, with notes on towns and places of interest, plans, maps, etc.; the *Michelin Guide* (1914; new edition in 1920); and the *Royal Automobile Club Year Book* (annual; 5/). All these include lists of hotels and repairers and useful technical information.

Cycling. England is an ideal country for the cyclist. The main roads however, in the neighbourhood of large towns and especially on Sat. and Sun., are apt to be crowded with dust-raising motors. Cyclists are advised to keep as far as possible to the by-roads, the surface of which is, as a rule, excellent. The rule of the road is to keep to the left and overtake on the right. Lighting-up time is half-an-hour after sunset, after which cycles must show a white light in front and a red light in the rear. The *Cyclists' Touring Club* (288 Euston Road, London, N.W. 1) has a useful information bureau, and members (subscription 6/) are entitled to reduced prices at certain hotels. The chief racing body is the *National Cyclists' Union* (27 Chancery Lane, London, W.C. 2). Road-books and maps, see p. lxvi.

VII. AVIATION IN ENGLAND.

Though civilian flying has been open to all comers since May 1st, 1919, this sport and means of transport is still in its initial stage, and no very definite statements can yet be made as to the course of its development in the future. Civilian flying in the British Isles is subject to the 'Air Navigation Regulations' and the 'Air Navigation Directions' issued by authority of the Air Ministry, which deal with the general conditions of flying with a view to the safety both of the aviator and of the public. All aircraft must be registered, and must display their registered numbers and must also show the prescribed lights at night. Pilots must be licensed; and a code of signals and the rule of the air have been officially drawn up. No mail may be carried by private persons, and wireless apparatus is forbidden. No machines may fly over prohibited areas, which may be roughly taken as including all dockyards, naval stations, forts, military aerodromes, and wireless stations; and no foreign machines may fly over or land in the British Isles or their territorial waters, except by permission of the British authorities. Trick-flying over populous districts or public meetings, low altitude flying, and the dropping of ballast other than water or fine sand, are prohibited. No right to land in any place is conferred by the enactments, nor do these prejudice the rights of any person injured by aircraft. Aerodromes must be registered and must exhibit their tariff of charges.

There is as yet no legislation regarding the airworthiness of privately owned aircraft, though private pilots must obtain a certificate of flying skill and of some technical knowledge. Public companies and aviators plying for hire must conform to strict regulations as to the airworthiness of

their machines : only proven types of aircraft, the workmanship and material of which must be officially approved, are permitted to fly and periodical overhauls and examination are prescribed. The pilots must be certificated and medically examined at frequent intervals.

Passenger Flights in aeroplanes may be had at Hendon, Cricklewood, Hounslow, and Northolt (all near London). The average charges per person (plus Government landing tax) are 10/6 for one circuit of the aerodrome and 20/ for 10 min. flight (longer flights at proportionate charges). A popular feature is the inclusion, at an extra fee of one or two guineas, of various tricks or 'stunts,' such as loops, spins, rolls, tail-slides, and cart-wheels. In all cases suitable flying costume is provided. — Similar opportunities were offered in 1919 at various other places in England, and no doubt in the future the number of such places will steadily increase. No regular passenger air-service has as yet been permanently established between points within the United Kingdom ; but aeroplanes for special journeys may be hired from any of the leading air-transport companies. Information as to these and as to aerial navigation generally may be obtained from the Lepaerial Travel Bureau, at the Criterion corner of Piccadilly Circus, London, W. 1, or from Messrs. Thomas Cook & Son (p. 4) and other agents.

For air services to the Continent, see p. lv.

VIII. GENERAL HINTS.

Season and Plan of Tour. July, August, and September are the chief travelling months in England, when 'tourist facilities' are in full swing ; hotels and conveyances are, however, then apt to be crowded, and the prudent traveller will take care to secure his successive quarters in advance. In the latter half of May and in June travelling is more comfortable, though some tourist services may not have begun, and October is often a month of fine weather and beautiful atmospheric and foliage effects. But more than a single summer is required to exhaust the attractions of England. — Waterproofs and umbrellas are indispensable at all seasons.

Of the summer resorts that fringe the long coast-line, those in Sussex, Devon, Cornwall, and Yorkshire mostly offer the additional attraction of picturesque hill-scenery. The flat E. coast generally affords better bathing and has a more bracing climate. The S.W. coast, from the Isle of Wight to the Land's End, is apt to be warm at midsummer but offers good winter quarters. The W. coast is the rainiest. Certain resorts, such as Margate, Ramsgate, Southend, Clacton, Yarmouth, Skegness, Weston-super-Mare, New Brighton, Blackpool, and the Isle of Man, are popular in July–Sept. with excursionists and with less fashionable visitors than those that frequent the large hotels at Brighton,

Scarborough, Bournemouth, Torquay, Folkestone, Southport, Whitby, and Hastings. The leading inland health resorts include Bath, Harrogate, Buxton, Leamington, Cheltenham, Malvern, Droitwich, and Woodhall Spa. Among tourist districts, especially favoured for walking, cycling, and motor tours, are the Lake District (where the mountaineer will find good rock-climbing), the Peak District, the Dukeries and Sherwood Forest, the Yorkshire Dales, Devon and Cornwall, the North and South Downs, and the New Forest. Boating-parties may make for the beautiful scenery of the Thames and Wye and the Norfolk Broads. Interest of a different kind is offered by the Shakespeare Country, 'Wordsworthshire' (i.e. the Lake District), the 'Wessex' of Thomas Hardy, and the regions associated with the Brontës, Cowper, Dickens, George Eliot, Franklin, Hampden, and Washington. A tour of the greater cathedrals (list, see p. xlix) should include at least Canterbury, Winchester, Salisbury, Wells, Gloucester, Lichfield, York, Durham, Lincoln, Peterborough, and Ely, and a visit to Oxford or Cambridge should not be omitted. Lincolnshire, Northamptonshire, and Somerset are famous for their churches. The circles of Stonehenge and Avebury are prehistoric antiquities of the first rank; the chief traces of the Romans in England are the Roman Wall and the remains at Bath, Lincoln, Colchester, Silchester, Wroxeter, Caerleon, Caerwent, and Richborough; and mediæval domestic England still lingers visibly in Chester, Shrewsbury, Warwick, Hereford, Winchester, Sandwich, Winchelsea, and Rye, as well as in many picturesque villages and country mansions. The principal industrial districts, offering few attractions to the pleasure-tourist, are South Lancashire, the West Riding of Yorkshire, the Black Country, the Staffordshire Potteries, and the coalfield of Newcastle. But the real typical England, with its ruined castles and abbeys, its quaint old towns and villages, its stately mansions and peaceful farms, is to be found in almost any county, and will richly reward those who have leisure to exchange the great railway routes and dusty main roads for the picturesque lanes and by-roads that add to the charm of the English countryside.

Directories and **Books of Reference.** The series of directories published by Kelly's Directories Ltd. includes volumes on London, many of the larger towns, and all the English counties. These may be consulted in hotels, public libraries, and occasionally at post offices and large shops. The addresses of American residents in Great Britain (and other information useful to Americans) will be found in the *Anglo-American Year Book* (7/6). Particulars about people of eminence or social position are given in *Who's Who*.

Whitaker's Almanack, *Hazell's Annual*, and the *Statesman's Year Book* are mines of information. Other useful 'annuals' are *Burke's*, *Debrett's*, *Whitaker's*, or *Dod's Peerage*, *Vachell's Parliamentary Companion*, *Dod's Parliamentary Companion*, *Debrett's House of Commons*, *Crockford's Clerical Directory*, the *Clergy List*, the *Medical Register*, the *Directory of Directors*, the *Literary Guide*, the *Universal Musical and Dramatic*

Directory, the *Public School Year Book*, *Sell's Directory of Registered Telegraphic Addresses*, *Sell's World Press*, *Willing's Press Guide*, and the *Newspaper Press Directory*.

Health. Strangers accustomed to warmer houses than those of England must be on their guard against chills and colds. In packing their trunks, American and Colonial visitors should remember that houses in England (other than the larger hotels) rarely have central heating, and that chilly weather is by no means unknown even in summer. In case of illness, tourists should ask a friend or their banker or consul to recommend a doctor. If they trust to the recommendation of the hotel-keeper, it is prudent to ascertain in advance the fee expected. In ordinary medical practice a fee of 10/6 for a bedside visit is usual. — Nurses may be obtained on the recommendation of a friend or doctor or by application to the local Nurses' Association. In case of an illness likely to be either long or serious, the patient should be at once transferred (if practicable) from the hotel to a good nursing home (private hospital).

Some English Usages. The habits and manners of educated people are now so cosmopolitan in character that little need be said on this point. It may, however, be worth noting that the alleged reserve of Englishmen is not necessarily crustiness, but often arises from a half-shy impulse to understate rather than overstate goodwill. The American may be reminded, also, that if he be sometimes treated with the candour of a kinsman rather than with the formality of a stranger, it is because he is not regarded in England as a 'foreigner' in the same sense as other 'nationals.'

The English forms of politeness are, on the whole, somewhat less ceremonious than those prevalent on the Continent of Europe, and a shade more so than those of America or the Colonies. This is, perhaps, especially true as to the intercourse between 'superiors' and 'inferiors.' Men do not raise their hats to other men, and do not uncover in shops, picture-galleries, and the like, nor always in cafés and restaurants. The afternoon (after c. 3.30 p.m.) is the proper time for formal calls and for the presentation of letters of introduction, which latter, however, may also be sent by post. The most usual dinner-hour is between 7.30 and 8.30 p.m. At fashionable houses 'precedence' is more or less strictly observed in the order of going in to dinner. Promptness in answering invitations and punctuality in keeping appointments are important virtues in England. Letters should be addressed 'X. Y. Blank, Esq.' (not Mr. X. Y. Blank); and letters to a married lady should be addressed 'Mrs. Blank' or 'Mrs. X. Y. Blank' (never with the use of her own initials). The conventions as to the correct costume for different functions are not nearly so rigid as formerly. The dinner-jacket ('tuxedo'), worn with a black necktie, is appropriate for most evening occasions, except very large or formal functions and dances, when a swallow-tail coat ('claw-hammer'), with a white necktie, should be worn.

Summer Time. Between certain days (duly advertised) in May and October English 'summer time' is, by Act of Parliament, one hour in advance of Greenwich mean time.

Saturday is usually a half-holiday in the larger towns. On *Sunday*, except in London and other large towns, museums, collections, and pleasure-resorts are usually closed. — Business is suspended all over England on Good Friday and Christmas Day and also on *Bank Holidays*, viz. Easter Monday, Whitmonday, the first Monday in August, and Boxing Day (*i.e.* the day after Christmas). On bank holidays, however, museums, public galleries, and places of amusement remain open, though private collections are sometimes closed. — *Market Days* in country towns and villages, though in their way characteristic of English life, are on the whole to be avoided if possible, especially by the motorist. Local market days are indicated in the index of Bradshaw's Railway Guide (p. lix) and in some of the motor handbooks.

Banks are usually open from 9 a.m. till 3 p.m. (on Sat. 9–1). Receipts for sums of 40/ and upwards should bear a 1*d.* receipt stamp.

GLOSSARY. The object of the following glossary is to record a few ordinary words, the usage in regard to which differs somewhat in Great Britain, her Dominions, and the United States, and so might occasionally lead to misunderstanding, at least in intercourse with the less educated classes.

Area, sunk space giving access to the basement of a house.

Bank Holiday, public holiday (comp. above).

Basin, bowl (*fixed-in basin*, set bowl).

Biscuit, cracker (*not* tea roll).

Black, to, shine or polish (boots).

Blind, window-shade (*not* shutter).

Booking Office, ticket office (railway).

Bowler (hat), the 'boxer' of Australia.

Box, trunk (colloquial).

Box Office, ticket office at a theatre.

Bug, bed-bug only (not for ears polite).

Cannon, carom (billiards).

Chemist, druggist, drug-store.

Clerk, clerical help (*not* shopman).

Clever, smart, able (never good-natured).

Corn, grain in general; secondarily, oats (as in feed of corn for a horse).

Cracker, explosive bonbon.

Creek, inlet of the sea.

Cunning, artful (seldom in good sense).

Dinner jacket, tuxedo.

Draper, dry-goods store.

Fall, seldom used in sense of autumn.

First Floor, the floor above the ground-floor (never the ground-floor).

Goloshes, rubbers, overshoes, gumshoes.

Goods Train, freight train.

Hoarding, board-fence.

Homely, domestic, unpretending, home-like (seldom, if ever, plain-looking).

Jug, pitcher.

Larder, meat-safe.

Lift, elevator (*service-lift*, dumb-waiter).

Lounge suit, sack suit.

Lovely, beautiful (*not* lovable).

Lumber, disused furniture, etc. (comp. lumber-room).

Lunch, Luncheon, used of midday meal only.

Luggage, baggage.

Mad, insane (*not* cross or angry).

Mail-cart, cart for carrying letters, also light vehicle for children (go-cart).

Minerals, soda-water and other effervescent drinks.

Motor Car, the usual term for automobile.

Muslin, thin, delicately woven

cotton fabric (*butter muslin*, cheese-cloth).

Paddock, small pasture near a house, enclosure for race horses.

Paraffin, kerosene.

Parlour, ordinary family living-room (*not* drawing-room or reception-room).

Pavement, sidewalk.

Reel (of thread), spool (of cotton).

Ride, not properly used of wheeled vehicles (except bicycles and, occasionally, motor-cars; comp. 'joy-ride'). One *drives* in a carriage, and *travels* in a train.

Road, highway (*not* railway).

Sick, usually confined to sense familiar on sea-voyages (not as equivalent to ill; note, however, sick man, sick-room, sick-nurse).

Spanner, monkey-wrench.

Spittoon, cuspidor.

Stage, distance traversed (*not* stage-coach).

Station (railway), depôt.

Store, warehouse, large establishment selling various goods (as opposed to ordinary retail shop).

Team, span, two or more horses harnessed together (never used of one horse).

Telegraph Form, telegraph blank.

Ties, neckties, railway sleepers (*not* shoes).

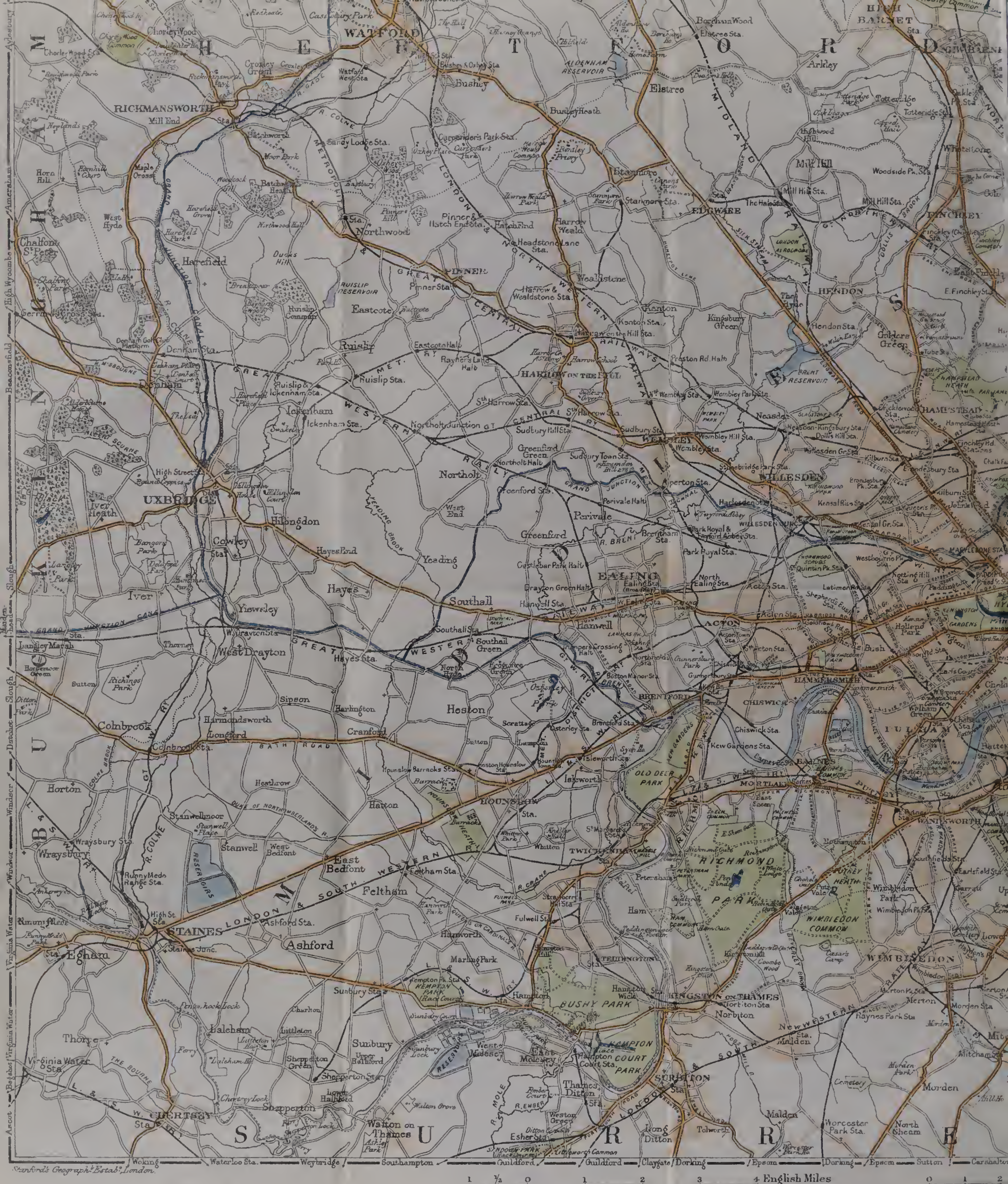
Town, group of buildings larger than a village (*not* township).

Tramway, electric, trolley, or street car.

Ugly, usually of appearance only (*not* of temper).

Van, large vehicle (usually covered) for conveying goods; baggage-car on railways.

Wagon, four-wheeled vehicle for heavy loads (never used of a light vehicle).


WATFORD
RICKMANSWORTH
Mill End
Bushey
Elstree
Arkley
BARNET
Chorleywood
Croxley Green
Watford West Sta.
Aldenham Reservoir
Borehamwood
Elstree Sta.
High Barnet Sta.
Totteridge
Whetstone
Woodside Pk. Sta.
Mill Hill
Mill Hill Sta.
Hatch End Sta.
Pinner & Hatch End Sta.
Pinner Sta.
Northwood
Northwood Hills
Harrow Weald
Harrow Weald Park
Stanmore
Stanmore Sta.
EDGWARE
The Hale
Finchley
Finchley Sta.
Chalfont St. Peter
Harefield
Ruislip Reservoir
Ruislip
Ruislip Sta.
Ruislip Common
Eastcote
Eastcote Sta.
Rayner's Lane Halt
Harrow & Wealdstone Sta.
Wealdstone
North Headstone Lane Sta.
Kenton
Kenton Sta.
Kingsbury Green
HENDON
Hendon Sta.
Golders Green
Tube Sta.
Denham
Denham Sta.
Denham Golf Club Platform
Uxbridge & Ickenham Sta.
Ickenham
Ickenham Sta.
HARROW ON THE HILL
Harrow-on-the-Hill Sta.
Harrow School
Preston Rd. Halt
Wembley Sta.
Wembley Park Sta.
Brent Reservoir
Neasden
Neasden-Ringsbury Sta.
Dollis Hill Sta.
HAMPSTEAD
Hampstead Heath
South Harrow Sta.
Sudbury Hill Sta.
Sudbury Sta.
Wembley Hill Sta.
Wembley Sta.
Willesden Gn. Sta.
Kilburn Sta.
Brondesbury Sta.
Greenford Green
Northolt Halt
Sudbury Town Sta.
Northolt
Greenford Sta.
Perivale Halt
Perivale
Alperton Sta.
Sudbrook Park Sta.
WILLESDEN
Harlesden Sta.
Kensal Rise Sta.
Willesden Junc.
Kilburn
Greenford
R. Brent
Brentham Sta.
Park Royal & Twyford Abbey Sta.
Park Royal Sta.
Castlebar Park Halt
EALING
Ealing Broadway
North Ealing Sta.
Acton Sta.
Drayton Green Halt
Hanwell Sta.
Hanwell
Southall Sta.
Southall
Southall Green
Hayes
Hayes Sta.
West Drayton
Yiewsley
Iver
Iver Heath
Uxbridge
Hillingdon
Cowley
Cowley Sta.
Yeading
Hayes End
Harlington
Sipson
Harmondsworth
Longford
Cranford
Heston
Osterley Park
Osterley Sta.
Brentford Sta.
Colnbrook
Colnbrook Sta.
Hounslow Barracks Sta.
Hounslow Town Sta.
Heston Hounslow Sta.
Isleworth
Syon House
Kew Gardens Sta.
CHISWICK
Chiswick Sta.
BRENTFORD
Gunnersbury Sta.
Acton Town Sta.
Turnham Green Sta.
Bedford Park
Shepherd's Bush Sta.
Shepherd's Bush
HAMMERSMITH
Hammersmith
Ravenscourt Park
Hollond Park
Horton
Stanwell
Stanwell Moor
Wraysbury
Wraysbury Sta.
Runnymede Range Sta.
Staines
High St. Sta.
Staines Junc.
Ashford Sta.
Ashford
Egham
Hatton
Heathrow
Hounslow Heath
Whitton
Twickenham
St. Margarets Sta.
Richmond Park
Richmond
Kew Gardens
Old Deer Park
Petersham
Ham
Ham Common
Teddington
Teddington Sta.
Strawberry Hill Sta.
Fulwell Sta.
Hanworth
Feltham
East Bedfont
Lotham Sta.
Hampton Sta.
Hampton Wick
Kingston on Thames
Kingston Hill
Coombe Wood
Wimbledon Common
Wimbledon
Wimbledon Park
Southfields Sta.
Earlsfield Sta.
Putney Heath
Putney Vale
Norbiton
Kingston Sta.
Tolworth
Tolworth Sta.
Surbiton
Surbiton Sta.
New Malden
Malden
Worcester Park Sta.
Morden
Morden Park
Morden Sta.
Raynes Park Sta.
Merton
Merton Park Sta.
Sunbury
Sunbury Sta.
Upper Halliford
Shepperton Sta.
Shepperton Green
Shepperton
Charlton
Littleton
Laleham
Thorpe
Virginia Water Sta.
Chertsey
Chertsey Sta.
Walton on Thames
Esher Sta.
Thames Ditton
Thames Ditton Sta.
Weston Green
Long Ditton
Hampton Court Sta.
Hampton Court Palace
Hampton Court Park
East Molesey
West Molesey
Bushy Park
Kempton Park Sta.
Kempton Park Race Course
Sunbury Court
Sunbury Lock
Penton Hook Lock
Chertsey Lock
Shepperton Lock
Walton Grove
Ashley Park
Sandown Park Race Course
Kingsworth Common
Ditton Court
Ditton Lodge
Elmbridge Court
Esher Common
Ember Court
Dalefords
Bangors Park
Richings Park
Sutton
Ditton Park
Langley Marsh
Harlington Sta.
Harlington
Hillingdon Court
Hillingdon House
Uxbridge Moor
Yeading Brook
Grand Junction Canal
Paddington Arm
Regent's Canal
Slough Arm
Metropolitan Railway
Great Western Railway
London & South Western Railway
Great Central Railway
Central London Railway
Piccadilly Line
Bakerloo Line
Northern Line
Jubilee Line
Waterloo & City Line
District Railway
Midland Railway
London Underground
Silk Stream
Brent
Colne
Crane
Mole
Ember
Duke of Northumberland's River
Bath Road
Great West Road
Kingston By-Pass
Watford Way
Uxbridge Road
Hanger Hill
Ealing Common
Gunnersbury Park
Chiswick House
Kew Bridge
Kew Gardens
Richmond Bridge
Twickenham Bridge
Syon Park
Osterley Park
Hounslow Heath
Bushy Park
Hampton Court Park
Richmond Park
Wimbledon Common
Putney Heath
Barnes Common
Barnes Bridge
Barnes Pond
Mortlake
East Sheen
Roehampton
Putney Vale
Wimbledon Park
Southfields
Earlsfield
Tooting
Streatham
Clapham
Battersea
Chelsea
Fulham
Hammersmith
Shepherd's Bush
Notting Hill
Paddington
Marylebone
Hampstead
Hampstead Heath
Golders Green
Finchley
Mill Hill
Edgware
Stanmore
Harrow
Wembley
Neasden
Willesden
Kilburn
Brondesbury
Hendon
Colindale
Burnt Oak
Mitcham
Sutton
Carshalton
Epsom
Dorking
Guildford
Godalming
Haslemere
Petersfield
Winchester
Southampton
Weybridge
Woking
Waterloo Sta.
Claygate
Esher
Leatherhead
Reigate
Redhill
Croydon
Bromley
Orpington
Sevenoaks
Tonbridge
Maidstone
Ashford
Canterbury
Dover
Folkestone
Hythe
Romney
Rye
Hastings
Eastbourne
Brighton
Worthing
Littlehampton
Chichester
Portsmouth
Southsea
Gosport
Fareham
Alton
Basingstoke
Reading
Newbury
Hungerford
Marlborough
Swindon
Oxford
Aylesbury
High Wycombe
Amersham
Beaconsfield
Slough
Datchet
Windsor
Virginia Water
Ascot
Bagshot
Farnham
Aldershot
Camberley
Woking
Guildford
Dorking
Epsom
Sutton
Carshalton
Stanford's Geograph.l Estab.t London.
1 ½ 0 1 2 3 4 English Miles
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ENFIELD
Enfield Sta.
Grange Pk. Sta.
Chase Side
Winchmore Hill Sta.
Southgate
Palmers Green Sta.
Lower Edmonton Sta.
EDMONTON
Silver St. Sta.
WOOD GREEN
TOTTENHAM
Bruce Grove Sta.
Tottenham Sta.
Muswell Hill
HORNSEY
Harringay
Crouch End
Finsbury Pk. Sta.
Holloway
Nowington
Clapton
Hackney
Dalston
Hoxton
Islington
Camden Town
Euston Sta.
Bethnal Green
Holborn
Stepney
Mile End
Poplar
Blackwall Sta.
Victoria Park
Victoria Docks
Albert Docks
Canning Town Sta.
Beckton Sta.
Greenwich
Deptford
Rotherhithe
Lambeth
Vauxhall
Victoria Sta.
Waterloo Sta.
Kennington
South Lambeth
Stockwell
CAMBERWELL
PECKHAM
Old Kent Rd. Sta.
New Cross Sta.
Deptford Sta.
Greenwich Sta.
Maze Hill Sta.
Charlton Sta.
WOOLWICH
Plumstead Sta.
Abbey Wood Sta.
Plumstead Marshes
Shooters Hill
Kidbrooke
Blackheath Sta.
Lee
Lewisham Junction
Shooters Hill & Eltham Pk. Sta.
Well Hall Sta.
ELTHAM
Eltham Sta.
New Eltham Sta.
Sidcup Sta.
SIDCUP
Foots Cray
CHISLEHURST
Chislehurst Sta.
St Pauls Cray
St Mary Cray Sta.
St Mary Cray
Orpington
Orpington Sta.
Bromley North Sta.
Bromley South Sta.
Bickley Sta.
Bickley
BROMLEY
BECKENHAM
Beckenham Junction
Shortlands Sta.
Penge
Anerley
Norbury Sta
Thornton Heath
Thornton Heath Sta.
South Norwood
Norwood Junction
Elmers End Sta.
Eden Park Sta.
Selhurst Sta.
Woodside
Woodside Sta.
Addiscombe Sta.
CROYDON
East Croydon Sta.
Shirley
West Wickham
Hayes Sta.
Hayes
Hayes Common
Keston Common
West Wickham Sta.
Langley Park
Eden Park
Shooting Common
Elmstead Woods Sta.
Grove Park Sta.
Southend
Forest Hill
Sydenham
Sydenham Hill Sta.
West Dulwich
Dulwich Sta.
Tulse Hill
Brixton
Herne Hill
East Dulwich
Honor Oak Park Sta.
Honor Oak Sta.
Catford
Catford Sta.
Hither Green
Lee Sta.
Higher Green Sta.
Lewisham
Blackheath
Kidbrooke Sta.
Welling Sta.
Welling
East Wickham
Abbey Wood
Plumstead
Charlton
Greenwich Marshes
Royal Arsenal
Royal Military Academy
Woolwich Cemetery
Shooters Hill
Eltham Park
Eltham Common
Eltham Palace
Mottingham
Sidcup
Foots Cray
Elmstead Woods
Chislehurst
Bromley
Beckenham
Penge
Anerley
Norwood
Croydon
Addiscombe
Shirley
Hayes
Orpington
Chislehurst Common
Sundridge Park
Bromley Palace
Shortlands
Eden Park
Elmers End
Norwood Junction
Selhurst
Woodside
Addington
Westerham
Sevenoaks
Farnborough
Redhill
Reigate
Carshalton
Wallington
Beddington
Beddington Lane Sta.
Hackbridge Sta.
W. Croydon Sta.
Mitcham Junction
Mitcham Common
Thornton Heath Sta.
Norbury Sta
Streatham
Streatham Hill Sta.
Streatham Common
Tooting
Balham Sta.
Clapham Park
Clapham
Tulse Hill
Brixton
Stockwell
Vauxhall
Waterloo Sta.
Victoria Sta.
Lambeth
Rotherhithe
Deptford
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Blackwall Sta.
Poplar
Stepney
Mile End
Bethnal Green
Holborn
Euston Sta.
Islington
Camden Town
Hackney
Dalston
Hoxton
Finsbury Pk. Sta.
Holloway
Nowington
Clapton
Hackney Marshes
Victoria Park
Homerton
Hackney
Leyton
Leytonstone
Wanstead
Wanstead Flats
Wanstead Park
Wanstead Pk. Sta.
Forest Gate
Maryland Point Sta.
Stratford
Stratford Sta.
West Ham Park
Upton Park Sta.
East Ham
Barking
Barking Sta.
Ilford
Ilford Sta.
Seven Kings Sta.
Goodmayes Sta.
Chadwell Heath Sta.
Newbury Park Sta.
Fairlop Sta.
Hainault Forest
Grange Hill Sta.
Chigwell Sta.
Chigwell Row
Chigwell Lane Sta.
Loughton
Loughton Sta.
Buckhurst Hill
Buckhurst Hill Sta.
Woodford
Woodford Sta.
Woodford Wells
Woodford Bridge
Highams Pk. Sta.
Chingford
Chingford Sta.
George Lane Sta.
Leyton Sta.
Leyton Flats
Lea Bridge Sta.
Walthamstow
Walthamstow Central Sta.
Wood St. Sta.
Chapman Sta.
Tottenham Hale Sta.
Bruce Grove Sta.
Wood Green Sta.
Alexandra Palace
Muswell Hill
Harringay
Harringay Sta.
Crouch End
Stamford Hill Sta.
Stoke Newington Sta.
Lea Bridge Sta.
Leyton Sta.
Leytonstone Sta.
Wanstead Pk. Sta.
Forest Gate
Maryland Point Sta.

ENGLAND.

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1. LONDON.

LONDON, the capital of the British Empire, is situated in S.E. England, on the *Thames*, about 40 m. from its mouth. The name 'London' by itself defines no single fixed and recognized area, but in its widest significance it denotes a huge province of houses, to which there is no parallel in the world, except perhaps Greater New York. Whether by 'London'

we understand the legally defined *County of London* (4½ million inhab.) or the very much larger area known vaguely as *Greater London* (7½ million inhab.), it is roughly divided into halves by the river, which flows through it from W. to E., though with several curves. The N. half is by much the more important for the tourist; and in both halves the interest diminishes as we recede from the river. London is fully described in the *Blue Guide to London*, and the following condensed information is intended for visitors whose object is not London for itself but London as a stage in the exploration of England.

Railway Termini. It is important for the traveller to or from London to ascertain beforehand at which station his train arrives or departs. The following is an alphabetical list of the chief London termini, nearly all of which are directly connected by passages or subways with the system of Underground Railways (p. 3) within London (comp. the Plan). — Cannon Street (Pl. B 50, 54), a City terminus of the S.E. & C.R. — Charing Cross (Pl. B 42), the chief West End terminus of the S.E. & C.R., is the usual station for travellers to and from the Continent viâ Dover, Folkestone, or Queenborough. — Euston (Pl. R 39) is the terminus of the L. & N.W.R., where the boat-trains for Liverpool and for Holyhead start. — Fenchurch Street (Pl. B 57) is a terminus of the G.E.R. and the M.R., for trains to the Docks, Southend, and Tilbury. — Holborn Viaduct, Holborn (Pl. B 45), is another City terminus of the S.E. & C.R. — King's Cross (Pl. R 39,43) is the terminus of the G.N.R. — Liverpool Street (Pl. R 56, B 53), terminus of the G.E.R., is the station for the Continental routes viâ Harwich. — London Bridge (Pl. B 54, 55) includes the immediately adjacent City termini of the L.B. & S.C.R. and of the S.E. & C.R. — Marylebone (Pl. R 28), terminus of the G.C.R. — Paddington (Pl. B 21) is the terminus of the G.W.R., where the boat-trains for Plymouth and for Fishguard start. — St. Pancras (Pl. R 39), terminus of the M.R., is used by the boat-trains for Tilbury and for Heysham. — Victoria (Pl. B 36) includes the immediately adjacent West End termini of the L.B. & S.C.R. and of the S.E. & C.R. Boat-trains for Newhaven start at the former, some of the boat-trains for Folkestone and Dover at the latter. — Waterloo (Pl. B 43, 47) is the terminus of the L. & S.W.R., where the boat-trains for Southampton and for Plymouth start. *Waterloo Junction*, adjacent, is a distinct station on the S.E. & C.R.

Hotels (often full in summer). The following list contains a selection of hotels suited to passing travellers, arranged alphabetically in five categories. Adjoining the Railway Termini (approximate charges, R. 4/6–6/6, L. 2/6–3/6, D. 5/): *Cannon Street*, at Cannon St. Station; *Charing Cross*, at Charing Cross Station; *Euston*, at Euston Station; *Great Central*, at Marylebone Station; *Great Northern*, at King's Cross Station; *Great Western Royal*, at Paddington Station; *Grosvenor*, at Victoria Station; *Holborn Viaduct*, at Holborn Viaduct Station; *Liverpool Street*, at Liverpool Street Station; *Midland Grand*, at St. Pancras Station. — Hotels of the Highest Class (approx. charges, R. 7/6–12/6, L. 4/–5/6, D. 7/6–12/6): *Berkeley*, Piccadilly (Pl. B 34); *Carlton*, Haymarket, near Trafalgar Square (Pl. B 38); *Cecil*, Strand (Pl. B 41, 42); *Claridge's*, Brook St., Mayfair (Pl. B 30, 34); *Connaught*, Carlos Place, Mayfair (Pl. B 30, 34); *Grand*, *Métropole*, Northumberland Avenue, Charing Cross (Pl. B 42); *Piccadilly*, near Piccadilly Circus (Pl. B 34, 38); *Prince's*, Piccadilly (Pl. B 34); *Ritz*, Piccadilly (Pl. B 34); *Savoy*, Strand (Pl. B 41, 42); *Victoria*, Northumberland Avenue, Charing Cross (Pl. B 42). — Large First-Class Hotels (approx. charges, R. 5/, L. 3/–3/6, D. 5/–7/6): *Buckingham Palace*, opposite the King's palace (Pl. B 35); *De Keyser's Royal*, Blackfriars (Pl. B 45, 49); *First Avenue*, Holborn (Pl. B 41, 45); *Hyde Park*, Knightsbridge (Pl. B 31); *Imperial*, Russell Square (Pl. R 44), with Turkish baths; *Langham*, Portland Place, near Oxford Circus (Pl. B 33, 37); *Morley's*, Trafalgar Square (Pl. B 38); *Regent Palace*, Sherwood St., Piccadilly Circus (Pl. B 34, 38), no gratuities; *Royal Palace*, Kensington High St. (Pl. B 19); *Rubens*, Buckingham Palace Road (Pl. B 36, 35); *Russell*, Russell Square (Pl. R 44); *St. Ermin's*, St. James's Park (Pl. B 35,

38); *Waldorf*, Aldwych (Pl. B 41). The *Westminster Palace*, near the Abbey, and the *Windsor*, both in Victoria St. (Pl. B 35, 39), are not now hotels. — SMALLER HOTELS (approx. charges, R. 4/6–6/, L. 2/6–3/, D. 3/6–5/): *Bedford*, Southampton Row, Holborn (Pl. B 41); *Charterhouse*, near Aldersgate (Pl. R 52); *Garlant's*, Suffolk St., near Trafalgar Square (Pl. B 38); *Golden Cross*, Strand (Pl. B 42), commercial; *Howard*, Norfolk St., near the Temple (Pl. B 45); *Queen's*, Leicester Square (Pl. B 37); *Strand Palace*, Strand (Pl. B 42), no gratuities; *Welbeck Palace*, Welbeck St., near Oxford Circus (Pl. B 33, 37). — TEMPERANCE HOTELS (approx. charges, R. B. & bath, 5/6–6/6, L. 2/–2/6, D. 3/–3/6), all in Bloomsbury (Pl. R 40, 44): *Bonnington*, Southampton Row; *Ivanhoe*, Bloomsbury St., and *Kenilworth*, Great Russell St.; *Kingsley*, Hart St., and *Thackeray*, Great Russell St.; *Waverley*, Southampton Row.

Restaurants. The most fashionable are those at the highest-class hotels (p. 2). Other good restaurants with rather lower charges are the *Criterion*, Piccadilly Circus (Pl. B 34, 38); *Trocadero*, Shafteshury Avenue, near Piccadilly Circus; *Simpson's*, 100 Strand (Pl. B 41, 42; old English style); *Café Royal*, 68 Regent St., *Imperial*, 60 Regent St., *Scott's*, 18 Coventry St. (oysters), *Monico*, all in or near Piccadilly Circus; *Pagani*, 42 Great Portland St., near Oxford Circus (Pl. B 33, 37); *Holborn*, corner of Kingsway and Holborn (Pl. B 41); *Jules*, 85 Jermyn St.; *Pall Mall*, 9 Haymarket; *Hatchett's*, 67 Piccadilly; *Gobelins*, 1 Heddon St., Regent St.; *Sherry's*, 22 Southampton St., Strand; *Gatti's*, 436 Strand; *Romano's*, 399 Strand; *Frascati*, 26 Oxford St., E. of Oxford Circus. — In Soho: *Victory*, *Cavour*, both in Leicester Square (Pl. B 37); *Kettner's*, 28 Church St.; and numerous cheap foreign restaurants. — The City restaurants are noted for their substantial fare, cooked in the English style: *Old Cheshire Cheese*, Wine Office Court, 145 Fleet St. (Pl. B 45); *Cock Tavern*, 22 Fleet St.; *Sweeting's* (fish), 158 Cheapside (Pl. B 49) and 39 Queen Victoria St.; *Pimm's* (fish), 3 Poultry and 42 Threadneedle St., near the Bank (Pl. B 53); *Ring & Brymer* (Birch's), 15 Cornhill (turtle soup and punch); *Abercorn*, at Liverpool St. Hotel; *London Tavern*, 53 Fenchurch St. — Plainer and cheaper than the above are the numerous shops of the *Express Dairy Co.*, *Lyons & Co.*, the *Aërated Bread Co.*, etc., and the 'food reform' restaurants of *Eustace Miles*, 40 Chandos St., Trafalgar Square (Pl. B 38), and *Shearn*, 231 Tottenham Court Road (Pl. R 40).

Tea Rooms. The fashionable places for afternoon tea are the palm-courts and lounges of the first-class hotels. Also *Rumpelmayer's*, 72 St. James's St., near the palace (Pl. B 34); the *Trocadero* and *Criterion* (see above); *Stewart's*, corner of Old Bond St. and Piccadilly (Pl. B 34); *Buszard*, 197 Oxford St.; *Barbellion* (chocolate), 79 New Bond St., etc.

Baths for travellers are obtainable at *Faulkner's Baths* (26 Villiers St., Charing Cross; Waterloo Station; and Fenchurch St. Station). TURKISH BATHS: *Imperial Hotel* (p. 2); *Charing Cross Baths*, Northumberland Avenue; *The Hammam*, 76 Jermyn St., near Piccadilly Circus; *Savoy Baths*, 92 Jermyn St., 24 Railway Approach, London Bridge, 18 Savoy St., Strand, and 9 Caledonian Road, near King's Cross (Pl. R 43); *Bartholomew's Baths*, 23 Leicester Square (Pl. B 37).

Cabs. The tariff for taximeter motor-cabs is 1/2 for the 1st mile (before the War 8*d.*) and 2*d.* for each additional ¼ mile; for waiting 2*d.* for every 2½ minutes. Each person beyond two 6*d.* extra, each article of luggage carried outside 2*d.* — Horse-cabs 1/ for first 2 miles, then 1/ per mile.

Omnibuses (crowded in the late afternoons) may be hailed at any point and will usually stop if they are not too full or near a recognized stopping-place. A route-map may be obtained gratis from the conductor. — The **Tramways** (comp. the Plan) are useful mainly as a means of reaching the suburbs, there being no routes through the West End and City. — **Motor Brakes**, notably those of Messrs. Thomas Cook & Son (p. 4), visit the principal sights of London; and, before the War, day-tours were organized by Messrs. Cook and others to many points of interest within reach of London. Four-in-hand **Coaches** plied to Hampton Court, Windsor, Brighton, etc. Many of these services will no doubt be revived.

Underground Railways (for the various lines, comp. the Plan) beneath the most frequented parts of London provide a cheap and convenient

method of transit. At their points of intersection the lines are connected with one another by subways, and they communicate directly with most of the railway-termini (p. 2).

River Steamers ply three or four times daily in summer from Westminster Bridge (Pl. B 43) to Kew, Richmond, and Hampton Court.

Amusements are advertised in the newspapers and by means of wall-posters. The usual charges at the West End THEATRES, which are mostly situated in or near Piccadilly Circus and the Strand, are 10/6 for the stalls, 5/ to 7/6 for the dress-circle, 4/ for the upper circle, 2/6 for the pit, and 1/ for the gallery (entertainment-tax extra). Tickets may be obtained in advance at the box-office (no extra charge) or at one of the numerous ticket agents' offices (commission from 1/ per seat). The seats in the pit and gallery are usually unreserved. The favourite matinée days are Sat. and Wed. or Thursday. Evening dress is usual but not 'de rigueur' in the stalls and dress-circle. Opera is given at *Covent Garden Theatre* and at *Drury Lane Theatre*. — The leading MUSIC HALLS are the *Empire, Alhambra, Palace, Coliseum*, and *Hippodrome*, all in or near Leicester Square (Pl. B 37). — CONCERTS are given in the *Queen's Hall* (near Oxford Circus Station, Pl. B 33), the *Royal Albert Hall* (Pl. B 23), etc. For these and for the numerous annual ART EXHIBITIONS the newspapers should be consulted. *Royal Academy*, see p. 5. — Among other places of amusement are *Maskelyne's Mysteries*, St. George's Hall (near Oxford Circus), *Mme. Tussaud's Waxworks*, near Baker St. Station (Pl. R 28, 32), and innumerable *Cinemas*. *Olympia* (Pl. B 11, 12), *Earl's Court Exhibition* (Pl. B 20), and the *White City* (Pl. B 5), closed as pleasure-resorts during the War, are resuming their former character. The *Crystal Palace* will probably contain a War Exhibition in 1920.

Post Office. Letters addressed 'poste restante,' without mention of any special post office, should be called for at the *General Post Office* (Pl. B 49) in King Edward St. — The TELEGRAPH OFFICES at the G.P.O., at 447 Strand, and at King's Cross, Liverpool St., London Bridge (S.E. & C.R.), St. Pancras, and Waterloo are open day and night. — TELEPHONE CALL OFFICES are to be found at nearly all post offices and railway stations, and at many shops, public libraries, etc. The charge for a call within London is 3*d.* for 3 minutes.

American Embassy, 4 Grosvenor Gardens, near Victoria Station (Pl. B 36); *Consulate General*, 18 Cavendish Square, near Oxford Circus (Pl. B 33). — **Offices of British Colonial Representatives:** *Australia (Commonwealth of)*, Australia House, Strand; *Canada (Dominion of)*, 19 Victoria St.; *Crown Colonies*, 4 Millbank; *New South Wales*, 26 Cockspur St.; *New Zealand*, 413 Strand; *Queensland*, 409 Strand; *South Africa (Union of)*, 32 Victoria St.; *South Australia*, 112 Strand; *Tasmania*, 56 Victoria St.; *Victoria*, Australia House, Strand; *Western Australia*, 115 Strand.

Tourist Offices. *Cook & Son*, Ludgate Circus (E. end of Fleet St., Pl. B 45), 125 Pall Mall, 378 Strand, 38 Piccadilly, 86 Oxford St., 122 High Holborn, etc.; *Lunn Ltd.*, 5 Endsleigh Gardens, near Euston Station (Pl. R 39); *Dean & Dawson*, 82 Strand, etc.; *International Sleeping Car Co.*, 20 Cockspur St. — *American Express Co.*, 84 Queen St., near Mansion House Station (Pl. B 49), and 6 Haymarket, near Piccadilly Circus.

Police Headquarters, New Scotland Yard, Derby St., near Westminster Station (Pl. B 39); entrance to the *Lost Property Office* from Victoria Embankment.

Hours of Admission to Collections, Galleries, etc. In the following table (p. 5) special attention should be paid to the notes in the fourth column. The most important collections, etc., are indicated by heavier type. Admission is free unless otherwise stated.

For the purposes of the tourist, London N. of the Thames (apart from the outlying regions) may be regarded as comprising three districts: *Westminster and the West End*, to the W. of Charing Cross and Regent St.; the *City and East End*, to the E. of Temple Bar and Gray's Inn Road; and between these a *Central District*, extending N. from the Strand to Soho and Bloomsbury. Through these districts two main thoroughfares run from W. to E. to converge at

HOURS OF ADMISSION TO THE PRINCIPAL SIGHTS.

† Temporarily Closed.	Sundays	Week Days	Free unless otherwise stated.
Bethnal Green Museum	2–dusk	10–dusk	10–10 on Mon., Thurs., & Sat.
Bow Church	Services	10–5	Closed on Mon. Crypt 6*d.*; steeple 3*d.*
British Museum	2–dusk	10–dusk	
Carlyle's House	—	10–dusk	Adm. 1/- (Sat. 6*d.*).
Charterhouse	Services	3–5	On Mon., Wed., & Fri. only. Adm. 1/-.
Chelsea Hospital	Services	10–dusk	Closed daily 12.45–1.45.
Chelsea Old Church	Services	10.30–1, 3–5	In winter, 10.30–1 and 2–4 or 2.30–4.30.
Dulwich Gallery	2–5, 6	10–4, 5, 6	Closed on Sun. from Sept. to March.
Foundling Hospital	Services	11–4	Mon. only; donation expected.
†Geological Museum	2–4, 5, 6	10–4, 5	10–10 on Mon. & Sat.
Greenwich Hospital	2–4, 5, 6	10–4, 5, 6	Closed on Fri.; museum closed on Sun.
Guildhall	—	10–4, 5	
Hampton Court	2–4, 5, 6	10–4, 5, 6	Closed on Fri.; adm. 6*d.* or 1/-, free on Sat. & Sun.
Hogarth's House	—	11–3, 5	Mon., Wed., Sat. only. Adm. 6*d.*
Imperial Institute	—	10–4, 5	
India Museum	2–6	10–4, 5, 6	
Johnson's House	—	10–4.30	
†Kensington Palace	2–4, 6	10–4, 6	Closed on Wed.
Kew Gardens	1–dusk	10–dusk	Winter, 12–dusk. Adm. 1*d.*–6*d.*
London Museum	2–4, 6	10–4, 6	On Fri. 2–4, 6. Adm. on Tues. 1/-.
Middle Temple Hall	—	10–12, 3–5	In Aug. & Sept. 10–6.
National Gallery	2–dusk	10–dusk	On Thurs. & Fri., 11–dusk, and adm. 1/-.
†**National Portrait Galler**	2.30–4, 5.30	10–4, 5, 6	Adm. on Thurs. & Fri. 6*d.*
Natural History Museum	2 or 2.30–dusk	10–dusk	
Parliament, Houses of	—	10–3.30	Sat. only.
†Record Office	—	2–4	Closed on Sat.
Royal Academy	—	9–7	May–Aug. only. Adm. 1/-.
St. Bartholomew's Church	Services	9.30–5	Donation expected.
St. Paul's Cathedral	Services	9–5	Crypt 6*d.*; Whispering Gallery 6*d.*
Science Museum	2.30–5	10–5	
Soane Museum	—	10.30–5	March–Aug.; also on Thurs. & Fri. in Oct. & Nov.
Southwark Cathedral	Services	7.30–6	
†**Tate Gallery**	2–dusk	10–dusk	Adm. on Tues. & Wed. 6*d.*
Temple Church	Services	10–4, 5	Closed on Sat.
Tower	—	10–5, 6	Adm. to everything 1/9 (Sat. 6*d.*).
United Service Museum	—	10–5	Adm. 6*d.*
Victoria & Albert Museum	2–6	10–4, 5, 6	
Wallace Collection	2–dusk	10–dusk	Adm. on Tues. & Fri. 6*d.*
Westminster Abbey	Services	c. 11–dusk	Closed at 3 in winter. Chapels 6*d.* (free Mon. & Tues.). Wax Figures 6*d.* (Mon. & Tues. 3*d.*). Chamber of the Pyx open Tues. & Fri.
Zoological Gardens	By fellow's order	9–dusk	Adm. 1/-, Mon. & Sat. 6*d.*; children 6*d.* always.

St. Paul's Cathedral. The first, beginning at Hyde Park Corner, follows the line of Piccadilly to the E., trends to the S. by Regent St. or Haymarket to Charing Cross, and there resumes its E. direction viâ the Strand and Fleet St. The other, a little to the N., leads E. to St. Paul's from the Marble Arch by the continuous line of Oxford St., Holborn, and Newgate St. A drive (map in hand) on the top of an omnibus along one of these, returning by the other, is an excellent introduction to the exploration of London.

WESTMINSTER AND THE WEST END. To the N. of Charing Cross opens *Trafalgar Square* (Pl. B 38), with the tall *Nelson Column*. On the N. side of the square is the ****National Gallery,** in which the representation of the various schools of painting (excepting the French School and the Early British School) is probably the most choice and thorough in the world. Adjoining, opposite the church of *St. Martin in the Fields*, is the **National Portrait Gallery,** with an interesting and valuable collection of British historical portraits. — To the W. from Charing Cross, beyond the statue of Charles I, the *Admiralty Arch* leads to *St. James's Park* and the Mall, which leads past *Carlton House Terrace*, *Marlborough House*, and *St. James's Palace* (all on the right) to the *Victoria Memorial* and *Buckingham Palace* (Pl. B 35), the residence of the King. Close to St. James's Palace is the ***London Museum,** illustrating the history and antiquities of London.

Whitehall leads to the S. from Trafalgar Square towards Westminster. The W. side of this street and of Parliament St., its continuation, is separated from St. James's Park by a continuous row of *Government Offices* ; on its E. side, just S. of the *War Office* (Pl. B 38), stands the ***Banqueting Hall,** the only relic of the old Palace of Whitehall, now containing the *United Service Museum*. — ****Westminster Abbey** (Pl. B 39), dating as it stands mainly from the 13th cent., is one of the most beautiful examples of E.E. architecture in England, but is still more famous as the burial-place of the illustrious dead of many ages. The most interesting monuments are in the *Poets' Corner* (in the S. transept) and in the *Choir Chapels*, culminating in the ******Chapel of Henry VII* (built in 1503–19), with its superb fan-vaulting, the finest example in England of late-Perpendicular Gothic. The *Cloisters*, with the *Chapter House* and *Chamber of the Pyx*, should be visited also. — To the N. of the Abbey is *St. Margaret's Church* and immediately opposite rise the ***Houses of Parliament** (Pl. B 43), by Sir Charles Barry (1840–50), a stately and extensive pile in a late-Gothic style, with a terrace on the river, three towers, and an elaborately decorated interior. A flag on the noble ******Victoria Tower* (336 ft. ; at the S.W. angle) by day and a light in the *Clock Tower* (320 ft.) by night indicate that the House is sitting. The venerable ******Westminster Hall* (now part of the Houses of Parliament), in which Charles I was condemned, dates from 1097 but received its present form and its magnificent oaken roof from Richard II in 1399 (closed for repairs).

To the N. of the Houses of Parliament *Westminster Bridge* (1862) crosses the Thames to Lambeth. Just below it, on the left bank, the new *London County Hall* is now being built and just above it is *St. Thomas's Hospital*, on the Albert Embankment. **Lambeth Palace** (Pl. B 43), the London residence of the Archbishops of Canterbury for seven centuries, has a Chapel of c. 1250, the Lollards' Tower (1434–45), a fine series of portraits in the Guard Room, and a valuable Library. — To the E. is *Bethlem Hospital* (Pl. B 47, 48), a large lunatic asylum ('Bedlam').

Millbank and Grosvenor Road lead S. from Westminster Abbey and along the river-bank to the **Tate Gallery** (Pl. B 40), with collections of paintings and sculpture forming an interesting and highly popular gallery of British art; while Victoria St. leads S.W. to *Victoria Station*, passing near the large Rom. Cath. ***Westminster Cathedral** (Pl. B 36), a fine building (1895–1903) by *J. F. Bentley*, with a slender campanile (284 ft.) and an impressive interior. From Victoria Station Buckingham Palace Road leads S.W. towards the interesting district of *Chelsea*, with *Chelsea Hospital*, a picturesque home for veteran soldiers, *Carlyle's House*, etc.

From Piccadilly Circus (Pl. B 38) *Piccadilly* leads S.W., passing *Burlington House* (the home of the Royal Academy of Arts) and skirting the S. side of *Mayfair*, to Hyde Park Corner (Pl. B 31), whence Knightsbridge and Kensington Road continue its line along the S. side of *Hyde Park* and *Kensington Gardens*. Behind the *Royal Albert Hall* (Pl. B 23), in Kensington Road, is a remarkable and important group of institutions devoted to science and art, including the *Royal College of Music*, the *Imperial College of Science*, the *Imperial Institute* and *University of London*, the *Science Museum*, the **Natural History Museum*, the *India Museum*, and the ***Victoria & Albert Museum** (Pl. B 23, 24), containing perhaps the largest and finest collections of applied art in the world.

Regent Street leads N. from Piccadilly Circus to *Regent's Park*, in which are the *Royal Botanic Gardens* and the ***Zoological Gardens** (Pl. R 30). — A little to the S. of the park and to the N. of Oxford St. is the ****Wallace Collection** (Pl. B 29), the most important single collection in London for the lover of art in its various manifestations (paintings, French furniture, Sèvres porcelain, arms and armour, bronzes, miniatures, ivories, enamels, etc.).

Central District. To the E. of Regent St., between *Oxford Street* on the N. and *Leicester Square* (Pl. B 37) on the S., extends *Soho*, a region of narrow streets with many foreign residents, several theatres, and many cheap restaurants. It is intersected by *Shaftesbury Avenue* and by *Charing Cross Road*. *Soho Square* dates from 1681.

From Charing Cross the busy *Strand*, containing numerous theatres, leads E. towards the City, with interesting districts on both sides. On the right, near its W. end, Adam St. leads to the *Adelphi*, a district named after the Scottish brothers Adam who designed it; and on the left, beyond the huge *Hotel Cecil*, Southampton St. leads to *Covent Garden* (Pl. B 41), the chief market in London for fruit, vegetables, and flowers. Savoy St., again to the right, leads to the *Savoy*

Chapel, erected c. 1505 on the site of the ancient Savoy Palace. Farther on in the Strand we pass **Somerset House** (Pl. B 41; now public offices; with a stately river-façade), built in 1777–81 on the site of another old palace. In the middle of the street, almost opposite the entrance to *King's College*, which occupies the E. wing of Somerset House, rises the church of *St. Mary le Strand* (1714). On the left, at the corner of Aldwych, is *Australia House* (begun in 1911), the headquarters of the High Commissioners of the six states of Australia, and just beyond it is *St. Clement Danes* (1681), another church in the middle of the thoroughfare. The Strand next passes the **Royal Courts of Justice** (Pl. B 41, 45), an imposing Gothic pile dating from 1874–82, and ends at *Temple Bar*, where Fleet St. and the City begin (see below). Immediately to the N. of the Courts of Justice lies *Lincoln's Inn* (Pl. B 45), one of the four great Inns of Court or legal corporations, adjoined on the W. by *Lincoln's Inn Fields* (1618), one of the largest squares in London, with the *Royal College of Surgeons* and its museum on the S. side and *Sir John Soane's Museum* on the N. side. Just beyond Holborn, on the W. side of Gray's Inn Road, is *Gray's Inn* (Pl. R 44, 48), another of the Inns of Court.

Westward from Gray's Inn Road to Tottenham Court Road, and to the N. of New Oxford St. and High Holborn, extends *Bloomsbury*, a region of formal streets and many squares, mainly of the 18th and early 19th centuries. Its principal building is the ****British Museum** (Pl. R 40), unrivalled in the world for the value and variety of its contents. More to the N., in Gower St., is *University College* (Pl. R 40), and in Guilford St. is the *Foundling Hospital*, one of the most interesting institutions in London. In *Euston Road*, the N. boundary of Bloomsbury, are three important railway termini; and farther N. lie *Camden Town* and *Islington*.

The City and East End. *Fleet Street* (Pl. B 45), with its memories of Dr. Johnson, leads E. from Temple Bar to St. Paul's. From its W. end Chancery Lane, passing the *Public Record Office*, with its interesting little museum, runs to Holborn, while on its S. side lies the **Temple** (Pl. B 45), a name covering two Inns of Court, the *Middle* and *Inner Temple*. The **Temple Church* is the largest and most important of the four remaining round churches in England, and the **Middle Temple Hall* is a stately Elizabethan chamber of 1562–72, in which Shakespeare is said to have acted. On the N. side of Fleet St. farther on is a series of small courts and alleys redolent of literary associations, including *Gough Square* with *Dr. Johnson's House*. To the S. is seen the beautiful spire of *St. Bride's Church*. — ***St. Paul's Cathedral** (Pl. B 49), the masterpiece of Sir Christopher Wren, with its famous dome unequalled for beauty of outline, stands at the top of Ludgate Hill. The monument to Wellington (who, with Nelson, is buried in the crypt), the memorials to many other famous men, and the 'Whispering Gallery' are among the chief points of interest. — To the E. of St. Paul's is the

busiest part of the City, with many interesting churches and the halls of the Livery Companies. *Cheapside*, with *Bow Church*, on the right, passes a little S. of the **Guildhall** (Pl. B 49), the seat of the Corporation of the City of London, with its fine hall, its library, its art-gallery, and its museum. The **Bank of England** (Pl. B 53), the most important bank in the world, the **Royal Exchange** (1842–44), with mural paintings within, and the **Mansion House** (1739–53), the official residence of the Lord Mayor, are grouped around a triangular space, the heart of the city, whence many important streets radiate.

Threadneedle St. is continued N. by Bishopsgate, with the church of *St. Helen*, 'the Westminster Abbey of the City,' towards Shoreditch. — Cornhill is continued E. to Aldgate (Pl. B 57) by Leadenhall Street, with *Leadenhall Market* on the right. — Lombard Street passes the church of *St. Mary Woolnoth* (r.), and is prolonged likewise to Aldgate by Fenchurch Street. In Mark Lane, leading S. from Fenchurch St., are the *Old* and *New Corn Exchanges*; and in Hart St., leading E. from Mark Lane, is *St. Olave's*, the church of Samuel Pepys, the diarist. — To the E. of Aldgate lie *Whitechapel* and *Bethnal Green*, with the *People's Palace*, *Bethnal Green Museum* (Pl. R 67), etc.

From the Bank *King William St.* leads S.E. to the *Monument* (202 ft. high), which commemorates the Great Fire of 1666, and to *London Bridge* (Pl. B 54), built in 1825–31, the successor of an earlier structure which was the only bridge over the Thames at London until 1739. Descending the steps at the N. end of the bridge to Lower Thames St., we follow the latter E., past *Billingsgate Market*, the *Coal Exchange*, and the *Custom House* to Tower Hill. The ***Tower of London** (Pl. B 58) is one of the most famous as well as most interesting buildings in the metropolis. The *White Tower*, the oldest part, dates from soon after the Conquest, while most of the other fortifications are due to Henry III. The Norman chapel, the collection of armour, and the crown jewels, preserved in Wakefield Tower, are perhaps the chief points of interest. Within the gardens of Trinity Square, N.W. of Tower Hill, is the site of the ancient scaffold; and on the N. side of the square stands *Trinity House*, the seat of the ancient Brotherhood of the Trinity, which controls lighthouses and sea-marks and issues licences to pilots. Adjoining are the new offices of the *Port of London Authority*. To the N.E. of Tower Hill is the *Royal Mint* (Pl. B 58). Immediately below the Tower the Thames is spanned by the imposing **Tower Bridge** (1886–94), and thence down the river extend the **Docks**, nearly all on the N. bank.

To the N. of Holborn and Newgate St. and to the E. of Gray's Inn Road lie the districts of *Smithfield* and *Clerkenwell*. Newgate St. (Pl. B 45, 49) passes the side-façade of the **General Post Office** (entrance in King Edward St.), and at its W. end is the *Central Criminal Court* ('Old Bailey'), on the site of Newgate Prison. Giltspur St. leads thence N., passing *St. Sepulchre's Church* (l.) and *St. Bartholomew's Hospital* (r.; Pl. B 49) to *Smithfield*, with its large meat-market. In the E. corner of Smithfield is the entrance to the church of ***St. Bartholomew the Great**, which, next to the

chapel in the Tower, is the oldest church in London. A little to the N. is the **Charterhouse** (Pl. R 52), founded as a convent in the 14th cent. but since 1611 a famous hostel for poor gentlemen, known to all readers of 'The Newcomes.' *St. John's Gate* (1504), spanning St. John's Lane, W. of the Charterhouse, is a relic of a wealthy priory, and *St. John's Church*, close by to the N., incorporates the choir-walls of the ancient priory-church.

South of the Thames. ***Southwark Cathedral** (Pl. B 50), or *St. Saviour's Church* (13–19th cent.), at the S. end of London Bridge, is the finest Gothic building in London after Westminster Abbey. A little to the S. is *Guy's Hospital*, and to the W., beyond Southwark Bridge, is the now somewhat squalid region of *Bankside*, noted for its theatres and pleasure-resorts in the 16th and 17th centuries. — *Lambeth Palace*, etc., farther W., have already been referred to.

For numerous other places of interest in and near London, such as *Fulham Palace, Hogarth's House* at *Chiswick, Hampstead Heath, Greenwich Hospital, Woolwich Arsenal, Dulwich Gallery, Crystal Palace, Hampton Court Palace, Richmond, Kew Gardens, Epping Forest, Waltham Abbey*, etc., see the *Blue Guide to London*.

2. FROM LONDON TO FOLKESTONE AND DOVER.

76½ m. S.E. & C.R. in 2¼–3 hrs. from *Charing Cross, Cannon St.*, or *London Bridge* (13/, 8/2, 6/5½; by boat-express 19/, 12/8). This is the route of the Continental boat-trains both on the Folkestone-Boulogne service and the Dover-Calais service (p. liv).

Some trains from Charing Cross run into Cannon St. and reverse their direction in quitting the latter station.

Motor Route, 80 m. Quitting London by the Old Kent Road (Pl. B 56–G 66) we run viâ *New Cross, Lewisham*, and *Eltham* to (13 m.) *Sidcup*. — 6 m. *Farningham* (p. 16). — 7 m. *Wrotham* (p. 16). — 11 m. **Maidstone** (p. 21). — 13 m. *Charing* (p. 16). — 6 m. *Ashford* (p. 13). — 12 m. *Hythe* (p. 13). — 5 m. **Folkestone** (p. 14). — 7 m. **Dover** (p. 22).

This and the next three routes lie wholly in the county of Kent, the 'Garden of England,' the *Fruit Orchards* of which are a conspicuous feature, especially in the blossoming season (April–May). The *Hop Gardens* are noticeable at all times but particularly so when "the hop that swings so lightly, the hop that shines so brightly" is hanging in golden clusters from the poles, strings, or wires on which it is trained. The 'oast houses,' for drying the hops, with their pointed ventilating cowls, are characteristic. In September the hop-picking is largely done by 'hoppers' from the poorer parts of London, who flock to Kent in their thousands — men, women, and children. The Maidstone district is the most celebrated hop-growing centre, but 'gardens' occur all over Kent. A 'pocket of hops' is half a sack (c. 168 lb.). — Natives of the county are divided in local rivalry into 'Men of Kent' and 'Kentish Men,' the former born to the E., and the latter to the W. of the Medway. — During the War Kent (especially Thanet, Dover, and Deal) was bombed by enemy air-craft oftener than any other county, and it was bombarded from the sea in five out of the twelve naval attacks on the British coasts.

From London to (5½ m.) *St. John's*, see the *Blue Guide to London*. 7 m. *Hither Green*; 9 m. *Grove Park*, the junction of a short branch-line to *Sundridge Park* and *Bromley North* (p. 15). Beyond a tunnel (½ m.) we reach (10¼ m.) *Elmstead Woods*, in a pleasant hilly and wooded country.

11 m. **Chislehurst** (*Bull's Head*, near the church; *Bickley Arms*, near the station), the 'stony hurst' or wood, is finely situated on high ground. About ½ m. E. of the station is *Camden Place* (now a golf club house), where Napoleon III died in 1873; it was once the summer residence of William Camden (1551–1623), the antiquary. Behind the Bickley Arms is the entrance to a series of ancient *Caves* or holes in the chalk, the uses of which can only be conjectured (possibly dene-holes; temporarily closed). Near the church is an old cock-pit. — 14 m. *Orpington* (White Hart) gives name to a breed of fowls with many varieties. Ruskin published 'Fors Clavigera' and other works here through his friend, George Allen. The strawberry fields are the first indication of the famous Kentish fruit-gardens. Near *Farnborough*, 1 m. S.W. of the station, is *High Elms*, long the residence of Lord Avebury (d. 1913 at Kingsgate Castle, p. 34), and 2 m. farther S.W. is *Downe*, where Charles Darwin (d. 1882) lived for 40 years (house now a school). A tunnel (½ m.) separates (15½ m.) *Chelsfield* from (16½ m.) *Knockholt*, 2½ m. S.W. of which is the landmark clump of *Knockholt Beeches* (790 ft.), commanding a wide view, including the dome of St. Paul's. — Beyond *Polehill Tunnel* (1½ m.) we overlook the valley of the *Darent*. — 21 m. *Dunton Green*.

A short branch-line runs hence up the Darent valley to *Westerham*. A little to the N. of (1 m.) *Chevening Halt* is **Chevening**, the seat of Earl Stanhope, with many portraits (grounds hitherto open on Wed. in Aug. and Sept., 2–6). Here the inventive 3rd Earl Stanhope (d. 1816) launched on a lake in the grounds "the first little craft ever propelled by steam," and here his daughter, the eccentric Lady Hester Stanhope (1776–1839), was born. Among the interesting monuments in the church (mainly Perp., with E.E. portions) is that of Lady Frederica Stanhope (d. 1823), one of *Chantrey's* best works. — 3¼ m. *Brasted*. — 4¾ m. **Westerham** (*King's Arms*; *Crown*) is pleasantly situated near the source of the Darent. *General Wolfe* (1727–59) was born in the vicarage here, and spent his early boyhood in what is now known as *Quebec House*. This is now the residence of Mr. A. O. Wolfe-Aylward, a descendant of the Wolfe family (visitors freely admitted). On the village-green is a statue of Wolfe, by F. Derwent Wood (1911), and his commissions and many of his letters are preserved at *Squerryes Court*, a 17th cent. mansion to the S. of Westerham. The summit of *Westerham Hill* (809 ft.), 2 m. N., is the highest point in Kent (view). Though Wolfe left Westerham at the age of eleven, Harry Warrington (in 'The Virginians') is represented as visiting him here. The parsonage of Mr. Collins ('Pride and Prejudice') was at "Hunsford, near Westerham."

22 m. **Sevenoaks** (*Royal Crown*, R. from 4/6, D. from 5/, with beautiful garden; *Royal Oak*, also with garden; *Bligh's Private Hotel*, well spoken of; *Lime Tree*, temperance, pens. 8/), a pleasant little town of 9182 inhab., notable for its beautiful gardens, with a Perp. *Church* (monuments) and a *Grammar School* founded in 1432 (of which George Grote, the historian, was a pupil in 1800–4). The *Vine* is said to be the oldest cricket-ground in England.

About 1½ m. S.E. of Sevenoaks station is ***Knole**, the seat of Lord Sackville, one of the finest and largest baronial mansions in England. Partly built by Abp. Thomas Bourchier (d. 1486), the house belonged to the Archbishops of Canterbury until Cranmer resigned it to Henry VIII. Queen Elizabeth presented it to her cousin, Thomas Sackville, in 1603. In its present form the house dates mainly from the time of James I and Charles I, and its internal fittings and furniture are practi-

Heath
HAMPSTEAD
CRICKLEWOOD
HOLLOWAY
Holloway Prison
N.W.
BELSIZE PARK
KENTISH TOWN
To Harrow etc.
WILLESDEN GREEN
KILBURN
ST. JOHN'S WOOD
CAMDEN TOWN
Cattle Market
Pentonville Prison
Regents Park
KENSAL GREEN
PADDINGTON
NORTH KENSINGTON
W.
W.C.
MARYLEBONE
BLOOMSBURY
Wallace Coll.
Brit. Mus.
BAYSWATER
NOTTING HILL
White City
SOHO
Roy! Academy
MAYFAIR
Kensington Gardens
Hyde Park
Kensington Palace
SHEPHERDS BUSH
CAMPDEN HILL
ST. JAMES'S
St James's Palace
Buckingham Palace
KENSINGTON
BROMPTON
Imperial Inst.
WESTMINSTER
BELGRAVIA
HAMMERSMITH
EARL'S COURT
KENSINGTON
Olympia
Natural Hist. Mus
Victoria & Albert Mus
Tate Gall.
LAMBETH
CHELSEA
Town Hall
Chelsea Hospital
KENNINGTON
WALHAM GREEN
FULHAM
Battersea Park
S.W.
BATTERSEA
PARSON'S GREEN
STOCKWELL
Fulham Palace
PUTNEY
CLAPHAM
BRIXTON
WANDSWORTH
Orphanage
College
Lambeth Palace
Houses of Parliament
Abbey
Admiralty
Horse Guards
Treasury
Foreign Off
India Off
War Off
Nat. Gal
Courts of Justice
Lincoln's Inn
Gray's Inn
Univ. Coll.
Agric
Royal Botanic Gdns.
Zoo
Queen's Club
Post Office
Barracks
Albert Mem.
R. Albert Hall
Natural Hist. Mus
Victoria & Albert Mus
Tate Gall.

This Plan is based upon the Ordnance

cally unchanged. The house is shown on Thurs. (2–5), Fri. and bank holidays (10–5), and Sat. (2–5); tickets at the lodge (2/, 4 pers. 6/, 7 pers. 10/). The rooms shown include the Great Hall (portraits by *Van Dyck*, etc.; ancient Greek statue of Demosthenes); the Brown Gallery (historical portraits, some ascribed to *Holbein*); Lady Betty Germaine's Rooms; the Spangled Bedroom; the Billiard Room (curious old table); the Leicester Gallery; the King's Bedroom (fitted up for James I); the Venetian Bedroom; the Crimson Drawing Room (works by *Wouwerman, Van Dyck, Reynolds, Garofalo, Andrea del Sarto*, etc.); the Ball Room; the Dining Room (portraits of literary men of the 17–18th cent.); the Cartoon Gallery (copies by *Mytens* of six of Raphael's cartoons); and the Chapel (carved-wood group over the altar). The finely wooded **Park*, 6 m. in circuit and containing numerous deer, is open to the public (*View of the Weald of Kent from the platform at the S. end, 1½ m. from the house). — *Seal*, 2 m. N.E. of Sevenoaks, has an interesting E.E. church, with a brass of 1395. — From Sevenoaks motor-omnibuses run to (1½ hr.; 1/9) *Maidstone* (p. 21) viâ (½ hr.) Ightham (*Ightham Mote*, p. 16) and to *Reigate* (p. 53); and visits may be conveniently made to *Chevening* (p. 11; 3½ m. N.W.), *Westerham* (p. 11; 5½ m. W.), *Kemsing* (3 m. N.; p. 16), *Penshurst* (p. 45; 7½ m. S.W.), etc.

Sevenoaks has another station (Bat and Ball), reached from London viâ *Swanley* and *Otford* (p. 16).

From a tunnel (2 m. long) beyond Sevenoaks we emerge on the prosperous farmlands of the Weald, to the S. of the North Downs.

29½ m. **Tonbridge** or *Tunbridge* (*Rfmts.*; *Rose & Crown*; *Bull*), a pleasant market-town (14,797 inhab.) on the *Medway*, is the junction of the main line from London to Tunbridge Wells and Hastings (Rte. 6). The most notable of its ancient timbered buildings is the *Chequers Inn* (16th cent.). The important remains of the Norman **Castle* (erected by Richard de Tonbrigge, a kinsman of William the Conqueror, and much enlarged in the 13th cent.) stand in the well-kept recreation grounds by the riverside. The *Grammar School* (under the Company of Skinners) was founded in 1553, and ranks high among English public schools. The annual 'Cricket Week' attracts many visitors. Branch-line to *Redhill*, see p. 45. — Our line runs almost due E. — 34½ m. *Paddock Wood* (Rfmts.).

From Paddock Wood to Hawkhurst, 11½ m., branch-railway in ½ hr. (2/, 1/3, 11½*d.*), running S. through the beautiful country about the Kent and Sussex border. — 6½ m. *Goudhurst*. About 2½ m. W. lies the large and attractive village of *Lamberhurst* (George; Chequers), once a centre of the vanished iron-smelting industry of this district. *Bayham Abbey* (p. 37) is 2 m. W. of Lamberhurst. — 10 m. *Cranbrook* (George, with a fine old oak staircase, R. & B. 6/; Bull), a small town (4061 inhab.) with a Perp. church and an Elizabethan grammar school, was the birthplace of two poets, Phineas Fletcher (d. 1650) and Sydney Dobell (d. 1874). In the church is an early 18th cent. baptistery for complete immersion. — 11½ m. *Hawkhurst*; the pleasant village lies 1½ m. S. The old iron furnaces here were once the property of William Penn.

From Paddock Wood another branch line runs N. along the Medway to (10 m.) *Maidstone* (p. 21), through one of the richest hop-districts.

42 m. *Staplehurst*; the church has an ancient doorway (S. porch), with 12th cent. ironwork. From (45½ m.) *Headcorn*, on the *Beult*, with some old timbered houses, a light railway runs viâ Tenterden and Bodiam to (24 m.) *Robertsbridge* (see p. 38). 50½ m. *Pluckley*; the village, on a hill 1 m. N., has an E.E. church with some early German glass.

56 m. **Ashford** (*Rfmts.*; *Saracen's Head*; *Royal Oak*), with 13,668 inhab. and some quaint old houses, is a hunting centre and an important railway junction, with the S.E. & C.R. workshops. The church has a fine Perp. tower and contains interesting monuments and brasses, including that of Sir John Fogge (d. 1490).

The White House at *Great Chart*, 2 m. W., is a typical example of a Kentish yeoman's house of the middle ages, skilfully restored by Mr. Baillie Scott.

From Ashford to Canterbury and Margate, 34 m., railway in 1¼ hr. (5/6, 3/6, 2/8½; to Canterbury, 2/6, 1/7, 1/2½). — 4 m. *Wye*, with the *S.E. Agricultural College*. The crown cut in the chalk downs (r.) commemorates the coronation of Edward VII. To the left lies the well-wooded *Godmersham Park*. — 9 m. *Chilham*, with a fine church and the remains of a Norman castle, was the birthplace of Governor Edward Digges of Virginia (1655–58). — 11 m. *Chartham* has a fine E.E., Dec., and Perp. church, with good brasses (one of 1306) and 14th cent. stained glass and 'Kentish' tracery in the chancel windows. — 14 m. **Canterbury** (West Station), see Rte. 4. — Beyond two small stations is (26 m.) *Minster Junction* (Rfmts.; Bell), for trains to Sandwich and Dover (p. 35). Near the station is the church of *St. Mary, with a Norman tower and nave and E.E. chancel. Passing a halt at *Ebbsfleet* (p. 35) and the station of (29½ m.) *St. Lawrence* (for Pegwell Bay, p. 35) we reach (30 m.) *Ramsgate Town* (p. 34) and (34 m.) *Margate* (Margate Sands Station, p. 33).

Other branch-lines run from Ashford to *Maidstone* (see p. 16) and to *Hastings* (see p. 41). — Motor services ply to Maidstone, Faversham, Tenterden, Canterbury, Hythe (1/3), etc.

60 m. *Smeeth*. To the right, in the distance, appears the Perp. church-tower of *Aldington*, of which Erasmus held the living for a brief period in 1511–12. — 64 m. *Westenhanger*, with a racecourse and a large aerodrome, is on the Roman 'Stane Street,' which runs almost due N. to Canterbury. To the right of the station are the remains of an ancient royal manor-house, in which Henry II's 'Fair Rosamond' is said to have resided. About 2 m. S. is *Lympne Castle* (see below). — At (65 m.) *Sandling Junction* carriages are changed for Hythe and Sandgate.

1½ m. **Hythe** (*Imperial Hotel*, with tennis-lawns and 9-hole golf-course; *Swan*; *White Hart*; *Red Lion*), a town with 6387 inhab., is one of the Cinque Ports (p. 23) and is now the seat of the chief *School of Musketry* of the British Army (temporarily removed in 1918 to Bisley Common). It has become a popular summer resort, with bathing, important tennis tournaments, and a golf-course. Below the fine raised chancel of the E.E. *Church* is a vaulted processional path (adm. 3*d*.), containing a collection of several hundred skulls and other human bones, believed to have been brought from a disused cemetery (perhaps 200 years ago). Lionel Lukin (1742–1834), inventor of the first lifeboat (comp. p. 494), is buried in the church. A walk may be taken along the *Royal Military Canal* (23 m. long, connecting Hythe with Rye; boats for hire) to (3 m.) *Studfall Castle*, the scanty remains of the castrum of the Roman Portus Lemanis. The Roman name is preserved in *Lympne Castle* (pron. 'lim'), a 15th cent. fortress on the brow of the hill above, now wholly incorporated in a modern mansion, beside an ancient church. — Scarcely 1 m. N. of Hythe is *Saltwood Castle* (14th cent.; open free daily), where the murderers of Becket met for their journey to Canterbury (p. 28). — Motor-omnibuses ply from Hythe viâ Sandgate to (4½ m.) *Folkestone* (p. 14) and, in summer, across Romney Marsh to (5 m.) *Dymchurch* and (9 m.) *New Romney* (see p. 42). — 3 m. **Sandgate** (*Royal Kent*; *Royal Norfolk*) forms, with *Seabrook*, a small sea-bathing resort. Sandgate Castle, one of Henry VIII's coast-defences, is now a museum (adm. 1*d*.).

To the right, beyond a tunnel, is *Saltwood Castle* (p. 13). At (69 m.) *Shorncliffe Camp* (Rfmts.) is a very large permanent military camp (to Canterbury, see p. 32). — 70 m. *Folkestone Central*, for the visitors' quarter. The line then crosses the *Ford* by a lofty viaduct to (71 m.) *Folkestone Junction*, whence the boat-trains for the Boulogne service follow a spur-line (r.) to (72 m.) *Folkestone Harbour*, while the Dover line continues along the coast towards the E. (comp. p. 15).

FOLKESTONE, a well-situated and fashionable watering-place, is an ancient town with 33,502 inhab. and a fine harbour carrying on active passenger traffic with the Continent. It was a 'limb' of the Cinque Ports (p. 23).

Hotels (charges usually reduced in winter). In the Upper Town (on or near the Leas): Grand Hotel, Hôtel Métropole, with sea-view and 500 beds, two large establishments at the W. end of the Leas; Excelsior, Castle Hill Av., near the Leas; Leas, Clifton Gardens; Bates, on the Leas, R. 3/–6/, D. 4/; Norfolk, Langthorne Gardens; Burlington, near the W. Leas, Moore's, 11 The Leas, Luxemberg, 19 Castle Hill Av., Bath, Clifton Crescent (pens. from 6/6, in summer from 8/), St. Clement's, Clifton Gardens, five private hotels; Longford, on the Leas; Queen's, R. from 5/; Osborne, Central, two temperance hotels near the Central Station. — In the Lower Town: Royal Pavilion, at the Harbour, of the first class, R. from 5/6, L. 3/6, D. 6/; Victoria, in Marine Crescent. — Many *Boarding Houses* and *Private Lodgings*.

Baths, near the Victoria Pier, with swimming, salt-water, and fresh-water baths. — *Turkish Baths*, 1 Ingles Rd. — *Bathing* from the beach near the Victoria Pier; bathing-machines 6*d*.

Post Office, Sandgate Road.

Cabs. Per drive withiu the town 1–2 pers. 1/6, 3 pers. 2/, 4–5 pers. 2/6; per hr., 1–3 pers. 2/6, each addit. pers. 6*d*. — Motor Omnibuses viâ Sandgate to *Hythe* (6*d*.); to (¾ hr.) *Dover* (1/); also to *Cheriton*, *Shorncliffe Camp*, etc. — Motor Excursions to *Canterbury* (5/), *Deal* and *Walmer* (5/), *Herne Bay* (7/), *Ramsgate* and *Margate* (8–10/), *Tunbridge Wells*, etc.

Amusements. *Theatre* in the *Pleasure Gardens*, Bouveric Road West; *Leas Pavilion*, concerts and other entertainments. — *Bands* play on the Leas, on the Victoria Pier, and in Radnor Park (to the N. of the town), the Marine Gardens, and the Pleasure Gardens. — Boating. Sailing and rowing boats from 1/6 per hr.

Steamers to *Boulogne* twice daily in 1¾ hr. (fares 13/5, 10/5); to *Flushing* on Mon., Wed., & Fri. in 7 hrs. (68/8). Comp. p. liv. — Excursion-steamers ply to various points on the coast.

The chief resort of visitors is the *Leas*, "a lawny level of interasphalted green" (Howells), extending along the top of the cliff for over a mile, and affording views of the sea and the opposite coast of France, 22 m. distant. More sheltered walks are afforded by the shrub-grown paths on the face of the cliff between the Leas and the Lower Sandgate Road (lifts, 1*d*.). Near the E. end of the Leas is the church of *SS. Mary & Eanswith* (mainly E.E., with a Perp. tower), largely rebuilt since its foundation in 1137 on the site of the former nunnery church of St. Eanswith (dating from 1095). The Harvey Aisle (added in 1874), and the W. window, presented by over 3000 medical men, as well as a statue (1881) on the Leas, commemorate William Harvey (1578–1657), discoverer of the circulation of the blood, who was born at Folkestone. Beyond the church, extending down to the harbour, is the old fishing-town, with its picturesque and irregular streets. The bathing-beach, with the *Victoria*

Promenade Pier (2*d.*), is on the W. side of the harbour. Little remains of Folkestone's ancient castle ; its site may be determined by the *Bail* and *Bail Pond* near the church.

To *Sandgate* and *Hythe*, see p. 13. — About 1½ m. E. of Folkestone is the *Warren*, a wild expanse of tumbled chalk between the cliffs and the shore, of interest to the botanist, entomologist, and fossil-gatherer. — On the N. rise the *Sugar Loaf* (with its British barrow), *Castle Hill* or *Cæsar's Camp* (with ancient entrenchments, probably British, on its summit), and other chalk hills. — From Folkestone to *Canterbury*, see p. 32.

Beyond Folkestone the railway traverses a cutting through the Warren (see above), and thrcads three long tunnels. On the shore are signs of abandoned borings for coal, and of the preliminary work for the long-projected Channel Tunnel.

76½ m. **Dover,** see p. 22. The boat-trains run on to the *Marine Station*.

3. FROM LONDON TO CANTERBURY AND DOVER.

78 m. S.E. & C.R. in 2½–3½ hrs. from *Victoria*, *Holborn Viaduct*, and *St. Paul's* (13/, 8/2, 6/5½) ; to *Rochester*, 33 m. in 1–1½ hr. (5/4, 3/4, 2/8) ; to *Canterbury*, 61¾ m. in 1¾–2¾ hrs. (10/4, 6/6, 5/2). — *Rochester* and *Chatham* may be reached also by the Thames-side route (same fares) from Charing Cross and London Bridge, viâ Dartford and Gravesend (comp. the *Blue Guide to London*) to (28½ m.) *Higham* and (31½ m.) *Strood* (p. 17). For a slightly longer route to *Canterbury* viâ (56 m.) Ashford, see Rte. 2. The quickest service to Dover is viâ Folkestone, see Rte. 2.

Motor Routes. *A*. Viâ Maidstone, 79 m. To (50 m.) *Charing*, see p. 10. — 4 m. *Molash*. — 3 m. *Chilham* (p. 13). — 6 m. **Canterbury** (Rte. 4). — 16 m. **Dover** (p. 22).

B. Viâ Rochester, 83 m. To (26 m.) *Wrotham*, see p. 10. We follow the Maidstone road for 5 m., then diverge left, viâ *Leybourne*, for *Strood* and (14 m. from Wrotham) **Rochester** (p. 16). — 1½ m. **Chatham** (p. 20). — 4 m. *Rainham*. — 3 m. *Newington* (p. 21). — 2½ m. *Sittingbourne* (p. 21). — 6½ m. *Ospringe*. — 9½ m. **Canterbury** (Rte. 4). — 16 m. **Dover** (p. 22).

N.B. The direct road from London to Rochester viâ Dartford and Gravesend should be avoided.

The lines from Victoria and Holborn Viaduct converge at (4 m.) *Herne Hill* (Rfmts.), beyond which the trains tunnel under Sydenham Hill and the Crystal Palace (see the *Blue Guide to London*) to (7¼ m.) *Penge* and (8¾ m.) *Beckenham*, where we pass from Surrey into *Kent* (p. 10). — 10¾ m. *Bromley South*.

Bromley (*Bell* ; *Bromley Park*, a residential hotel at Bromley Hill), a small town (33,646 inhab.), was for centuries a residence of the Bishops of Rochester, but the present private mansion known as the Palace dates from the 18th century. In the nave of the *Parish Church* is buried 'Tetty' (d. 1752), wife of Dr. Johnson, who describes her in her epitaph as "formosa, culta, ingeniosa, pia." *Bromley College*, an almshouse for the widows of "loyal and orthodox clergymen," was founded about 1666. — *Bromley North*, see p. 10.

About 2 m. S. of Bromley South is *Hayes Place*, where the elder Pitt (Earl of Chatham) died in 1778 and the younger Pitt (1759–1806) was born. The latter afterwards resided at *Holwood Park* (house rebuilt), 2 m. farther S., beyond Hayes and Keston Commons. Franklin visited Chatham at Hayes in 1775, just before the latter's great speech on America ; and the public path entering Holwood Park near the S. end of Keston Common passes a stone bench erected on the spot where Wilberforce in 1788, after a talk with Pitt, "resolved to give notice, on a fit occasion, of his intention to bring forward the abolition of the slave trade."

12 m. *Bickley*. Both (14¾ m.) *St. Mary Cray*, with large paper-mills on the Cray, and *St. Paul Cray*, ½ m. N., have

interesting churches. Near (17¾ m.) *Swanley Junction* (Rfmts. is a large Horticultural College for Women.

From Swanley Junction to Maidstone and Ashford, 42½ m. i c. 1⅝ hr. (6/11, 4/4, 3/5½). This line passes through pretty and char acteristic scenery. 2½ m. *Eynsford*, on the Darent, with the remain of a Norman castle, and (4¾ m.) *Shoreham* have noteworthy churches 6½ m. *Otford Junction* (for Sevenoaks, 1¾ m., p. 11). At *Otford* (Ol Bull) are the remains of a 16th cent. manor-house of the Abps. of Canter bury. The line now runs more or less parallel with the Pilgrims' Wa (½–2 m. to the left), part of the pilgrims' route from Winchester t Canterbury, originally a British track and probably used also by th Romans. — 10¾ m. *Kemsing* has a very interesting E.E. church. — 13½ m. *Wrotham & Borough Green* is the station for *Wrotham*, 1 m. N. with a church containing many old brasses and a 14th cent. screen and for the picturesque village of *Ightham*, 3½ m. S.W. ***Ightham Mote*** (2½ m. beyond the village; open on Fri. 3–6, 1/), a charming ol manor-house, enclosing a square court and surrounded by a moat dates from the early 14th cent. (Dec.), but possesses a Perp. gateway tower (late 15th cent.) and an admirable specimen of a domesti chapel of the Tudor period (c. 1530). — 18½ m. *Malling* lies betwee *East Malling*, ¾ m. E. (E.E., Dec., & Perp. church), and *West* or *Tow Malling*, a little to the W. At the latter there are attractive ruin of a Benedictine abbey founded in 1090 by Bishop Gundulf (p. 17 who built also *St. Leonard's Tower*, ½ m. S.W. (c. 1070). About 1 m W. is *Offham*, with what is believed to be the only quintain on the gree in England. A stone-circle and other megalithic remains may be see at *Addington*, 2½ m. N.W. of Malling station. — 24 m. **Maidstone** (Eas Station), see p. 21. — 28½ m. *Hollingbourne* (Park Gate Inn). Abou 1½ m. S. is ***Leeds Castle*** (no adm.), a grand old country-seat, standin in the midst of a lake and dating mainly from the 13th century. Leed Castle was the home of Lord Culpeper, Governor of Virginia in 1680–8; and belonged to his grandson Lord Fairfax (1692–1782), who migrate to Virginia about 1746. The picturesque village lies ½ m. W. of th castle. — 36¾ m. *Charing* retains the remains of an ancient manor-hous of the Archbishops of Canterbury, handed over to Henry VIII b Cranmer. — The E.E. church of *Westwell*, 1½ m. N. of (39½ m.) *Hothfiel* station, has some good glass. — 42½ m. *Ashford*, see p. 13.

20½ m. *Farningham Road*, beyond which a branch diverge for (7 m.) Gravesend (see the *Blue Guide to London*), is th station for four villages with attractive old churches.

That of *Sutton-at-Hone* (1 m. N.) has a monument to Sir Thoma Smyth (1558 ?–1625), "Governor of the East Indian and Other Com panies, Treasurer of the Virginian Plantation, and sometime Ambassado to the Emperor and Great Duke of Russia and Muscovy." The early Norman church of *Darenth* (1¾ m. N.), largely constructed of Roma materials, has a small chamber above the vaulted chancel. The sit of an extensive Roman villa was brought to light here in 1894–95. *Horto Kirby* church (1 m. S.E.) is chiefly E.E.; that of *Farningham* (2 m. S. is E.E., with a Perp. tower.

Beyond (23½ m.) *Fawkham*, (26 m.) *Meopham* (with a large Dec. church; right), and (26¾ m.) *Sole Street* (the statio for Cobham, p. 19), the Medway appears on our right and Rochester Cathedral and Castle soon come into view. — Passengers may alight at (33 m.) *Rochester Bridge* (statio temporarily closed), in the suburb of *Strood*, and reach the town viâ a substantial iron bridge (fine view upstream), re placing an ancient stone bridge. The train, likewise crossing the river, goes on to (33¾ m.) the central station at—

ROCHESTER (pop. 31,384), an ancient town dating from pre-Roman times and an episcopal see since the 7th century By the Romans the place was known as *Durobrivæ*, by the Saxons as *Hroffeceaster*. Rochester is immediately contiguous

with Chatham (p. 20), on the E., and that again with Gillingham (p. 21, incl. Brompton), the three 'Medway Boroughs' thus forming practically one town with a total population of 125,000. Charles II spent a night at Rochester in 1660 on his way from Dover (p. 23), and here James II took ship on his escape in 1688. Rochester was the scene of some of the earliest adventures of Mr. Pickwick and it is the Cloisterham of 'Edwin Drood.'

Railway Stations. *Rochester Bridge*, *Rochester*, and *Chatham* (Rfmts.), all on the main London to Dover line. — *Strood* (Rfmts.), on the line from London to Maidstone viâ Gravesend.

Hotels. Royal Victoria & Bull, with relics of Dickens, Crown, King's Head, Gordon Private Hotel (R. from 2/6), all in High St. near the cathedral. — At Chatham: Sun, Mitre, both in the High St.

Electric Tramway from Star Hill to *Gillingham* (p. 21).

Post Office, High St.

The cathedral and castle of Rochester, its chief attractions, stand near each other, a little S.W. of Rochester station and not far from the S. end of Rochester bridge.

The **Cathedral,** a comparatively small building (comp. p. xlix), originally dedicated to St. Andrew and now to Christ and the Blessed Virgin, dates mainly from the 12–14th cent. and resembles Canterbury Cathedral in having double transepts, a raised choir and presbytery, forming a relatively long E. arm, and a large crypt under the presbytery. The Norman W. front, with its elaborate recessed *Doorway, perhaps the finest of its kind in England, is the most striking feature of the exterior. The ancient figures on the shafting of the door are believed to represent Henry I and Queen Matilda. The figures of Bishops Gundulf and John of Canterbury, in the niches flanking the arch, are modern. The church is open to visitors all day, except during service; adm. to choir and crypt 6*d*. Services on week-days at 8, 10, & 4; on Sun. at 8, 10.30, 4, & 6.30.

History. Of the original Saxon church, founded about 604, when the first bishop was consecrated by Augustine, a few foundations were brought to light in 1888. This church was in ruins at the Conquest, and *Gundulf*, the second Norman bishop (who built the White Tower at London), began a new church in 1082 and at the same time replaced the secular clergy by Benedictine monks. Gundulf's work may be traced in the nave aisle walls, in the arches of the nave arcade (S. side), in the crypt, and in the ruined N. tower (95 ft. high; originally detached). The so-called second Norman church, consecrated in 1130 (before completion), was merely a re-casing of Gundulf's arcades and a rebuilding of the upper stages, the N. arcades, and the W. front (which, with part of the nave, remains). About 1200, or earlier, a rebuilding in the pointed style was begun; the E.E. presbytery and the E. transepts were erected round the Norman presbytery previous to its demolition; the choir, separated by solid walls from its aisles (comp. p. 18), was then remodelled by *Prior William de Hoo*, and the whole covered with fine sexpartite vaulting (1227). The N. main transept (E.E.) dates from c. 1250, the S. transept (early Dec.) from c. 1280, the two E. bays of the nave from c. 1300. The central tower and spire were completed c. 1343. Late in the 15th cent. the great Perp. window was inserted in the W. front. In 1904 the central tower, rebuilt early in the 19th cent., was replaced by the present tower and spire (156 ft. high), completed in accordance with the 14th cent. originals.

Interio The six W. bays of the Nave are Norman. A line on the pavement at the N.W. angle marks the supposed

site of the E. wall or apse of the Saxon church. The elaborately adorned triforium passage opens on both nave and aisles. In the same stage the junction with the later work (E. bays and tower-arch) is remarkable, the Dec. builders having rebuilt an arch on each side in the Norman style. The windows are Perp. The N. MAIN TRANSEPT was the entrance lobby of approach through the choir-aisle to the shrine of St. William (see below). The S. TRANSEPT, now the Consistory Court, was the Lady Chapel, to which a Perp. nave, now known as *St. Mary's Chapel*, W. of the transept, was added late in the 15th century. In this transept are a brass memorial to Charles Dickens (see p. 19) and the monuments of Richard Watts (p. 19) and Dean Hole (d. 1904).

A peculiarity of the raised E.E. CHOIR is the absence of aisle-arcades. The figures on the *Choir Screen* are a memorial to Dean Scott (1811–87), of Liddell and Scott's famous Greek Lexicon. The wall-painting is in part original (14th cent.). The details of the corbels and the shafts of Petworth marble are noteworthy. The *Stalls* and monks' benches (with modern book-desks) are probably the oldest work of the kind in England (13th cent.; comp. p. 76) but were freely restored c. 1870. Opposite the episcopal throne (modern) is part of a mural painting of the Wheel of Fortune (13th cent.?). The N. CHOIR TRANSEPT was formerly the *Chapel of St. William of Perth*, a Scottish baker murdered in 1201 when on a pilgrimage to Canterbury; the shrine became so popular that the rebuilding of the choir is said to have been defrayed by the offerings of the pilgrims to it. Under the windows is the much-restored tomb of Bp. Walter de Merton (d. 1277), founder of Merton College (p. 308). Adjoining is an Elizabethan effigy of the same bishop (in alabaster), and on the other side is the supposed tomb of St. William, removed from the centre of the transept. To the E. is *St. John's Chapel* (with the remains of old floor-tiles), in the arch between which and the presbytery is the interesting tomb, with coloured effigy, of Bp. John de Sheppey (d. 1360), discovered in the wall in 1825. The stained-glass windows in the S. CHOIR TRANSEPT commemorate Gen. Gordon (1833–85) and other Royal Engineers. In the S.E. corner is one of the most remarkable features of the cathedral, viz. the Dec. **Doorway* leading to the CHAPTER ROOM, which contains the *Library*. The figures (carefully restored in 1825) represent the Synagogue and the Church, the four great Church Fathers, and a soul rising from Purgatory. The apparent oak-carving of the door itself is a lead casting (c. 1826). — To the E. of the choir is the SACRARIUM or PRESBYTERY, containing tombs of 12–13th cent. bishops and some good iron-work from Lamberhurst (p. 12).

From *St. Edmund's Chapel*, occupying the position of the S. aisle of the choir, a flight of steps descends to the *CRYPT, which is one of the largest and most beautiful in England (fine E.E. vaulting, with great variety of spans). The two W. bays, with piers of tufa and Barnack rag and ribless quadripartite vaulting, are Gundulf's work. The crypt contains some interesting sgraffiti or wall-scratchings.

On the S. side of the cathedral stands the *Prior's Gate*, the more noteworthy of the two remaining entrances to the precincts. Turning to the left on passing through this, we have on our right the modern buildings and old wall of the *Grammar School*, or *King's School*, founded by Henry VIII. Beyond this we turn to the right, and then proceed to the left, across the recreation ground known as *The Vines* (on the site of the monks' vineyard), emerging in Crow Lane, in which is the handsome Tudor mansion known as *Restoration House*, where Charles II slept in 1660 (p. 17). — Maidstone Road leads hence to the left (N.), passing a chapel behind which is a fine piece of the ancient Roman wall, to the junction of High Street and Eastgate. In the latter, at the corner to our right, stands the Elizabethan *Eastgate House* (the 'Nun's House' of 'Edwin Drood'), now a museum (open from 10, Sat. from 2, till dusk). What Dickens calls "the silent High Street—full of gables with old beams and timbers," and with a Corn Exchange (now a cinema) "oddly garnished with a queer old clock, as if Time carried on business there," leads N.W. (l.). Here, at the corner of Free School Lane (r.), is the *Mathematical School*, at which David Garrick was a pupil; at the end of the lane is a bastion of the old city wall. Farther along the High Street, on the same side, is the gabled building known as *Watts' Charity*, founded in 1579 by the will of Richard Watts "for Six Poor Travellers, who, not being rogues or procters, may receive gratis for one night lodging, entertainment, and fourpence each." — Watts lived at *Satis House* on Boley Hill, S. of the castle, the site of an early Norman earthwork castle.

The ***Castle** consists of a square keep erected by William de Corbeuil, Abp. of Canterbury in 1123–36, within an earlier walled enclosure built by Bp. Gundulf (p. 17) as a second bailey to the early Norman castle and partly rebuilt in the 14th century. This is now a public garden, opening off the *Esplanade* by the river. The *Keep* (adm. 3*d.*; view), one of the finest specimens of Norman military architecture in England, is 120 ft. high to the top of the turrets and has walls averaging 12 ft. in thickness. The ruined *Bridge Chapel* (Perp.) should likewise be noticed.

From the steamboat pier on the Esplanade excursions may be made in summer down the river, past the Elizabethan *Upnor Castle* (3 m.), to (11 m.) *Sheerness* (p. 21) and (18 m.) *Southend* (p. 543). Small boats also may be hired. — A little more than 2 m. N.W. of Rochester Bridge, on the Gravesend road, is *Gad's Hill* (Sir John Falstaff Inn; wide view), where Falstaff encountered the 'men in buckram' ('Henry IV,' Part I. II. 2). At *Gad's Hill Place*, a red-brick house near the inn, Charles Dickens lived from 1857 till his death in 1870. Part of the garden, known as the 'Wilderness,' is reached by a tunnel under the road. About 4½ m. N.E. is *Cowling* or *Cooling Castle*, with a 14th cent. machicolated gatehouse, the home of Sir John Oldcastle, the supposed original of Falstaff. The opening scenes of Dickens's 'Great Expectations' are laid in *Cooling Marshes*, which stretch N. to the Thames.

Cobham Hall, the seat of the Earl of Darnley, an imposing and predominantly Elizabethan mansion, with 17th cent. additions by Inigo Jones, lies 5 m. W. of Rochester and 1½ m. N. of *Sole Street* (p. 16). A delightful footpath to it diverges to the left at the point where the Gravesend road bends to the right. The house, which stands in a beautiful park (7 m. in circumference), is not open to visitors at present.

Its fine collection of pictures includes works by *Titian* (Head of Christ), *Rubens* (Queen Tomyris with the head of Cyrus), *Van Dyck* (Lord D'Aubigny), *Hoppner* (6th Lord Darnley), and *Gainsborough* (Lady Clanwilliam, Mrs. March). A small summer-house or chalet in the grounds formerly stood in the 'Wilderness' (p. 19) and was used as a study by Charles Dickens; it was presented to Dickens by Fechter and to Lord Darnley by the family of Dickens. In the flowering season the rhododendron wood in the park was formerly open three days a week (adm. 3*d.*). — At the entrance to the park is the village of *Cobham*, the church of which has the largest collection of brasses in England (14–16th cent.; usually covered). Close to the inn named the 'Leathern Bottle' (Dickens relics) Mr. Pickwick discovered his wonderful inscribed stone. The Elizabethan *College Almshouses* occupy the site of an earlier college (c. 1362), of which a fragment remains.

On leaving Rochester the train threads a tunnel. 34½ m. **Chatham** (42,250 inhab.; hotels, see p. 17), also on the right bank of the Medway, is one of the chief naval and military stations of Great Britain. The 'Chatham Lines' of 1758–1807 have been modernized and reinforced by outlying forts.

Henry VIII was the first to use Chatham for naval purposes, and by the time of Charles II it had become the chief naval station of the kingdom. In 1667 De Ruyter ascended the Medway to Chatham, where he destroyed some ships but did not injure the town. — Chatham has a large garrison and is the headquarters of the Royal Engineers.

The *Royal Dockyard*, founded at the end of the 16th cent. and greatly extended since 1867, covers an area of over 500 acres and stretches along the river for 3 m. (open to visitors 10–1.30; to foreigners only through their ministers; special permits necessary for certain departments). About 9000 workmen are normally employed, and the largest war-ships can be built and equipped in the huge building-slips, wharves, and docks. Immediately S. of the Dockyard Extension are the *Royal Naval Barracks*, and S.W. of these are the *Brompton Barracks* (Engineers), with an entrance arch (E. side) forming a memorial to Crimean heroes. Facing this is another arch (1905), commemorating Royal Engineers who fell in the Boer War; to the right and left of this are figures of Boers by Van Wouv. This forms the entrance to the *Royal Engineer Institute*, with the headquarters of the School of Military Engineering. In front, near the arch, is a statue of General Gordon (d. 1885), on camel-back, by E. Onslow Ford (1890). Farther S. are the *Royal Marine Barracks* and the *Chatham Barracks* (infantry). Adjacent is *St. Mary's Church*, a modern church on an ancient site, containing the brass of Stephen Borough (d. 1584), pioneer of the sea-route to Archangel. On the S. side of the town is the *Royal Naval Hospital*, and on a height to the W. (view) is *Fort Pitt*, now rebuilt (1913) and used as a general military hospital.

From Strood to Maidstone, 11½ m., railway in ½–¾ hr. (1/10, 1/2, 11*d.*). This line, continuing the line from London via Gravesend (p. 15), ascends the valley of the Medway, at first through a region of cement-works. The chalk-hills on the opposite (E.) bank are known as the 'backbone of Kent.' — 7½ m. *Aylesford* (George), pleasantly situated on the Medway (here spanned by a 14th cent. bridge), has a partly Norman church, with monuments of the Colepeper family. *Sir Charles Sedley* (1639–1701), the poet and wit, was born here in the house called the Friary, which incorporates fragments of one of the earliest Carmelite foundations in England. About 1½ m. N.E. is ***Kit's Coty House**, a celebrated dolmen formed of three upright stones 8 ft. high, with a

capstone 11 ft. long. This is traditionally supposed to be the tomb of Katigern or Cortigern, slain in battle with Hengist and Horsa, but the name may simply represent the Welsh 'Ked Coitt,' i.e. tomb in the wood. — Beyond Aylesford, through the trees to the left, is seen *Allington Castle* (on the site of a Norman castle), birthplace of Sir Thomas Wyatt (1503–42), the poet. It is now the home of Sir Martin Conway, who has revealed many of its ancient features (usually shown in summer on Wed., 3–6; adm. 1/; temporarily closed). — Beyond (10¾ m.) *Maidstone Barracks* we reach the (11½ m.) West Station at—

Maidstone (*Rfmts.*; *Royal Star*; *Mitre*; *Bell*, a quaint old house), the capital and agricultural centre of Kent, with flourishing paper-mills and breweries. The town (35,475 inhab.) lies on both banks of the Medway. On the E. bank, a little S. of the modern bridge, is the fine collegiate church of **All Saints* (Perp.), chiefly built by Abp. Courtenay (d. 1396) in connection with a secular *College* (suppressed in 1547), remains of which exist on the S. side. The church contains good sedilia and stalls (with misericords), a carved chancel screen, and the canopied tomb of Dr. Wotton, first Master of the College (1417). Slight remains of an early-Norman *Archiepiscopal Manor House* may be seen W. of the churchyard. The existing *Palace*, N. of the church, is Perp., with an Elizabethan E. front, but more interesting is the 14th cent. 'Tithe Barn,' on the other side of Mill St., with a curious external staircase. The **Maidstone Museum* (open free, 10 to 7 or to dusk), with collections of great interest and value, occupies *Chillington Manor House* (St. Faith's St.; N. part of town), an admirable example of 16th cent. domestic timbered architecture. — Maidstone has two railway stations: the *West Station* (see above), at the W. end of the town (the station for the branch to *Paddock Wood*, see p. 12), and the *East Station*, on the line from Swanley Junction (London) to Ashford (see p. 16), at the N. end of Week St. — The *Hop Gardens* round Maidstone are a wonderful sight in the harvest season (Sept.). A very attractive walk may be taken along the river to *Allington* and (3½ m.) *Aylesford*, and thence to (1½ m.) *Kit's Coty House* (p. 20). About 2½ m. N.E. of Maidstone is *Boxley*, in the church of which are buried Sir Francis Wyatt, Governor of Virginia in 1621 et seq., and George Sandys (1578–1644), translator of Ovid's Metamorphoses. *Boxley Abbey*, a Cistercian foundation of the 12th cent., is now incorporated in a modern mansion. At *Park House*, near *Sandling*, 1 m. S. of Boxley Abbey, is the park described in the prologue of Tennyson's 'Princess.' — From Maidstone motor-omnibuses ply to *Sevenoaks* viâ *Ightham* (comp. p. 12); to *Faversham* (1¾ hr.; 2/3), to *Tunbridge Wells* (2 hrs.; 2/), to *Ashford* (1¾ hr.; 1/10), to *Hastings* (daily except Wed.; 3/7), etc.

The railway passes through another tunnel on leaving Chatham, and until beyond Faversham (p. 22) runs more or less closely parallel with Watling Street (S.). 36 m. *Gillingham* (52,252 inhab.) is now the largest borough in Kent. It possesses some remains of an old manor-house of the Abps. of Canterbury. The fine Perp. church has a good E. window and a curious Norman font. — To the right, about 1 m. distant, is the unfinished temple of the sect of the *Jezreelites* or New and Latter House of Israel. We are now in a famous cherry-growing district. — 41½ m. *Newington*, embedded in orchards and hop-gardens, has a church with interesting brasses. — 44½ m. *Sittingbourne* (Rfmts.; Bull; Fountain), a brick and cement making town with 8380 inhab., was once a regular stage for pilgrims on their way to Canterbury. *Milton*, its N. suburb, is famous for its oysters.

From Sittingbourne to Sheerness, 7 m., railway in ½ hr. (1/3, 9*d.*, 7½*d.*). We cross the *Swale* and skirt the W. side of the *Isle of Sheppey*, an interesting field for the geologist (fossils in London clay). — 4½ m. *Queenborough*, named from Queen Philippa, wife of Edward III, was the starting-point of a pre-war steamer-service to Flushing. — 7 m. **Sheerness** (*Fountain*; *Wellington*), a garrison town (17,487 inhab.) and naval seaport at the mouth of the Medway, has a dockyard and

strong fortifications. — From Queenborough a light railway runs across the island to (9 m. in ½ hr.) *Leysdown*, on the estuary of the Thames. This passes (3¼ m.) *Minster-in-Sheppey*, with the ancient abbey-church (with some Saxon details) of SS. Mary and Sexburga, originally attached to a convent of the 7th century. The most interesting monument is that of Sir Robert Shurland (late 13th cent.), whose romantic story has been told in the 'Ingoldsby Legends' ('Grey Dolphin'). — At *Port Victoria*, in the *Isle of Grain*, immediately opposite Queenborough, is a naval aviation-station.

48 m. *Teynham* is traditionally the first place where cherries and apples were grown in Kent. — 52 m. **Faversham** (*Rfmts.*; *Ship*; *Railway*), a quiet and ancient country-town (10,619 inhab.), once important from its position at a point where Watling Street touched the head of a navigable waterway, is now the junction of the direct line from London to Margate and Ramsgate (see Rte. 5). Practically nothing remains of the Cluniac abbey founded here by King Stephen (12th cent.), in which he, Matilda, and their son Eustace were buried. The important E.E. *Church* contains some interesting memorials.

Beyond Faversham our line, bending S.E., crosses and quits Watling Street. 55½ m. *Selling* has some interesting E.E. glass in its church.

62 m. **Canterbury** (E. station), see Rte. 4.

65 m. *Bekesbourne*, with the scanty remains of an archiepiscopal manor-house; 68 m. *Adisham*, with an E.E. church. — At (72 m.) *Shepherd's Well* (a corruption of 'Siebertswold') we enter the new Kentish colliery district. About 1½ m. N.E. is *Barfreston* (pron. 'Barson'), with a small but very ornate Norman *Church of uncertain date, with remarkable carvings (key at the third cottage above the church; small fee). The walk may be extended to *Waldershare Park* (Earl of Guilford), 2 m. S.E., in a beautiful park (view from belvedere). We return to Shepherd's Well (2½ m.) viâ *Coldred*, the church of which has an E.E. bell-gable. — Beyond a tunnel we reach (75 m.) *Kearsney*, where the line from Dover to Martin Mill (for St. Margaret's Bay, p. 36), Walmer, and Deal (comp. pp. 36, 35) diverges to the E. At *Ewell*, ½ m. N.E., King John met Pandulf, the Pope's legate, preparatory to resigning his throne at Dover (p. 25). The rest of the line is mainly cutting and tunnel. 77¼ m. *Dover Priory* (p. 23); 78 m. *Dover Harbour* (p. 23).

DOVER (pop. 43,645, incl. the garrison), one of the chief mail-packet stations for the Continent, is also an important military and naval base and is visited as a bathing and winter resort. The town, flanked E. and W. by fortified heights, is built on the low ground at the mouth of the *Dour* and extends for some distance up its narrow valley, which here for a moment interrupts the line of the white cliffs of Old England. The bay in front is enclosed by massive breakwaters to form the ADMIRALTY HARBOUR (1898–1909; 610 acres), a spacious harbour of refuge and important naval station, 1½ m. long by ¾ m. broad, off the W. part of which opens the older *Dover Harbour* (75 acres), with its three basins.

Railway Stations. *Harbour Station* (Pl. C 2; Rfmts.), for all services; *Priory Station* (Pl. A 3, 4), for Deal, Margate, and London via Canterbury; *Marine Station* (beyond Pl. D 1), for cross-Channel passengers.

Hotels. Lord Warden (Pl. a; D 1, 2), near the Admiralty Pier, a large house with sea-view: Burlington (Pl. b; C 5), another large establishment opposite the promenade pier; Grand (Pl. c; C 4), near the Parade; King's Head (Pl. d; D 1), unpretending; Esplanade (Pl. e; C 2, 3), pens. from 9/6, Connaught House, Edinburgh House, both in Waterloo Crescent (Pl. C 3, 4), Henning's (Pl. g; C 2), these four unlicensed.

Post Office (Pl. B, C 4), King St. — American Consular Agent, *F. Crundal.*

Cabs. First-class cabs (horse-drawn), 1/ for the first mile, 6*d.* each addit. ½ m.; to the heights 6*d.*–1/6 addit., to the Citadel 2/6; each pers. beyond two 6*d.*; by time 2/6 per hr., each addit. ¼ hr. 6*d.* — Luggage 3*d.* per package. — *Taxicabs* may be hired at various garages (1/ per mile).

Tramways. From near the Harbour Station to (2 m.) *Buckland* (1*d.*) and (3 m.) *River* (2*d.*), with a branch from Worthington St. (Pl. A, B 4) to (1½ m.) *Maxton* (1*d.*). — Motor Omnibuses from Market Square viâ *St. Margaret's Bay* (p. 36; 9*d.*) to (1½ hr.) *Deal* (p. 35; 1/4); to *Folkestone* (p. 14; 2/ return); to *Canterbury*, etc.

Bathing from the beach before 7 a.m. free; bathing cabin 6*d.* (before 9 a.m. and after 5 p.m. 3*d.*). — Sea Baths (Pl. D 5) 1/ (swimming bath 6*d.*). — Turkish Baths adjoining the Town Hall (Pl. A 4, 5), 2/6.

Amusements. *Royal Hippodrome* (Pl. C 3, 4), Snargate St., varieties; *Palace*, Market Sq., drama and varieties. — Bands play in the *Granville Gardens* (Pl. C 4) or on the sea-front during the summer. — Boating. Rowing-boats 2/ per hr.; sailing-boats 5/–10/ per hr.

Steamers. From the Admiralty Pier to *Ostend* daily in 4 hrs. (16/6, 13/). The service to *Calais* (before the War thrice daily in 1–1¼ hr.; circular tickets issued viâ Boulogne and Folkestone) is not yet open to civilians. Comp. p. liv. — From the Promenade Pier steamers plied in summer to *Deal*, *Ramsgate*, *Folkestone*, *Brighton*, and *Hastings*.

History. Dover (the Roman *Dubræ* or *Dubris*), in all ages a landing-place of consequence, was the starting-point of Watling Street, the great Roman road to London viâ Canterbury, but though it has a shadowy connection with Hengist and Horsa (and even, according to Camden, with King Arthur), it emerges into historical importance only under the early Norman kings. The castle (p. 24) came to be regarded as the 'Key of England,' and in 1216, under Hubert de Burgh, successfully withstood a long siege by the Dauphin and King John's rebellious barons. About 1295, however, the town was pillaged by the French. During the Civil War it was captured in 1642 by the Parliamentarians. In 1660 Charles II landed here at the Restoration. — President Wilson, the first President of the United States to visit England, landed at the Admiralty Pier on Dec. 26th, 1918, and departed thence on the 31st.

The Straits of Dover, 17 m. wide between Dover and Cape Gris-Nez, are the narrowest part of the Channel. Here, within sight of the town, the Spanish Armada of 1588 received its first shattering blow; and the maintenance of this highway to the Continent during the Great War was a no less triumphant vindication of Britain's sea-power. In Aug. 1875 Capt. Webb swam from Dover to (21 m.) Calais in 21¾ hrs., a feat repeated in Sept. 1911 in 22 hrs. 35 min. by T. W. Burgess. Louis Blériot was the first airman to fly across the Channel (July 25th, 1909), and the Hon. C. S. Rolls the first to cross and recross in a single flight (1910).

Dover is the chief of the Cinque Ports, or five S.E. ports which, in return for various privileges and immunities, were formerly bound to furnish, when required, a certain number of ships for the royal fleets. The name dates from the time of Edward the Confessor, or earlier; and for centuries the maritime defence of the S. coasts of England largely depended on this system. A charter was granted by Edward I. The original Cinque Ports were Dover, Sandwich, Hythe, Romney, and Hastings; Rye and Winchelsea were added as 'Ancient Towns,' and various smaller ports as 'Limbs' or 'Members.' The ports are under a Lord Warden (comp. p. 36) who exercises a nominal jurisdiction and presides at occasional quaint 'courts.'

Near the Harbour Station begins the **Admiralty Pier** (Pl. D 1), 1300 yds. in length, with a raised promenade (free; fine views). On reclaimed ground to the E. of it are built the new Marine Station and the quay at which the Continental packets start and arrive. Farther to the E., beyond the Commercial Harbour, is the *Prince of Wales Pier* (Pl. D 3; adm. 6*d.*). Thence the attractive *Marine Parade* (Pl. C, D 4, 5) follows the curve of the bay, passing the *Promenade Pier* (Pl. D 4; adm. 2*d.*) and monuments to Capt. Webb and C. S. Rolls (see p. 23). From its E. end a narrow path ascends to Northfall Meadow (p. 25) on the E. Heights.

***Dover Castle** (Pl. C, D 6), the chief feature of interest to most visitors, picturesquely crowns the summit of the cliff (375 ft.) to the E. of the town, and is open free daily from noon till dusk (in summer till 6 p.m.). It is reached from Market Square viâ Castle St. (Pl. B 4, 5) and Castle Hill Road (or from the Marine Parade viâ Woolcomber St., passing *Old St. James's Church*, Pl. C 5). The octagonal *Pharos*, perhaps the oldest standing building in England (c. 50 A.D.), is a relic of the original Roman fortress; the ancient church of *St. Mary de Castro*, built of Roman bricks, is Saxon (restored in 1860–61); while the *Keep* (91 ft. high, with walls 17–21 ft. thick), built by Henry II (12th cent.), the fine *Avranches Tower* (N.E.), and other towers are Norman. The Keep (adm. 3*d.*) now contains an armoury (old flintlock muskets, etc.); on the ground-floor is shown a Norman loop-hole, in the chapel are inscriptions scratched by prisoners of war kept here during Marlborough's campaigns, and from the top-story 'Harold's Well' descends in the thickness of the wall and down into the cliff for 293 ft. Magnificent *View from the top. On the approach to the Keep is 'Queen Elizabeth's Pocket Pistol,' a bronze cannon, 23 ft. long, presented by Charles V to Henry VIII; it was cast at Utrecht in 1544 and bears a Low Dutch inscription. Dover Castle, with its underground passages and casemates (no adm.), is still kept in military repair.

From Market Square (Pl. B 4) Cannon St. leads N. to *St. Mary's Church* (Pl. B 4), which has a remarkable Norman tower. It contains memorials to the actor Samuel Foote (1720–77; "open as the day for melting charity") and the poet Churchill (1731–64; "the comet of a season"). Farther to the N., in Biggin St., are the *Municipal Buildings* (Pl. A 4, 5) incorporating the fine Maison Dieu Hall (daily 11–4; free), a 13th cent. pilgrims' hostel founded by Hubert de Burgh (p. 23). Outside the Town Hall hangs the German bell that rang the alarm on Zeebrugge mole as the British attacking squadron came into sight (comp. p. 32).

Between this point and the Priory Station is *Dover College* (Pl. A 4) the buildings of which include the remains of *St. Martin's Priory*, a Benedictine foundation of 1132 (refectory, dormitory, gatehouse).

The *Museum* (Pl. B 4: free 10–6 Sat. 10–9; closed on Thurs.), in Market Square, contains a fine collection of birds, some interesting relics (sword of Cromwell; bottle-holder used for the dying Nelson), and local and other antiquities.

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Good views are obtained from the heights on either side of the town and various interesting excursions may be made in the environs.

The Western Heights (Pl. B 2, 3), reached most directly by the *North Military Road* (Pl. A 3) and occupied by the *Citadel* and other fortifications, are open to the public until dusk (until 6 p.m. in summer). Within the barracks enclosure are the foundations of a round *Church of the Templars*, in which King John made submission to Pandulf, the Pope's legate, in 1213, and a fragment of a *Pharos*. — A deep dip separates the W. Heights from **Shakespeare Cliff** (350 ft.), so called from traditional association with a famous passage in 'King Lear' (IV. 6). It is approached direct from the town viâ Limekiln St. and Archcliff Road (Pl. C 1), and we may descend from its W. end and return to Dover by the beach (at low tide). A pleasant walk leads past Shakespeare Cliff to *Lydden Stairs* and thence down to (6 m.) the Warren (p. 15) and (7½ m.) Folkestone (p. 14).

Ascent to the Eastern Heights from the Marine Parade, see p. 24. On *Northfall Meadow*, to the E. of the castle, a memorial marks the spot where Louis Blériot (p. 23) alighted. Thence a beautiful walk (sea-views) follows the edge of the cliffs to the (3 m.) *South Foreland* (lighthouse) and (4 m.) *St. Margaret's Bay* (p. 36). The carriage-road from Dover to St. Margaret's passes the N. side of the castle and the conspicuous buildings of the *Duke of York's Military School* for soldiers' sons, transferred hither from London in 1909.

About 3 m. N.W. of Dover are the ruins of *St. Radigund's* or *Bradsole Abbey* (12th cent.; Premonstratensian), most pleasantly reached from the tramway terminus at *River* (p. 23). — Excursions may be made to *Barfreston* and other points on the railway to Canterbury (p. 22).

From Dover to *Ramsgate*, viâ *Sandwich*, see pp. 36, 35.

4. CANTERBURY.

CANTERBURY (24,626 inhab.), one of the most venerated pilgrim-shrines in the middle ages, is the archiepiscopal see of the Primate of All England. The picturesque city, dominated by the splendid cathedral, lies on the *Stour*, in a peaceful country of watered meadows and hop-gardens. It retains many mediæval features and in its character as a garrison town and as a prosperous country-town with corn, cattle, and other markets, resembles its Roman predecessor.

Railway Stations. 1. *Canterbury East* (Pl. D 2; Rfmts.), for London viâ Faversham and for Dover. — 2. *Canterbury West* (Pl. A 2; Rfmts.), ¾ m. from the preceding, for London viâ Ashford, for Folkestone and Dover, for Whitstable, and for Ramsgate. — 3. *Canterbury South*, 1 m. S. of the town, on the Folkestone line.

Hotels. County (Pl. a; B, C 2), Fleur de Lis (Pl. b; C 2), Rose (Pl. d; C 3), all in High St.; Royal Fountain (Pl. c; C 3); Falstaff (Pl. e; B 2), unpretending; Fleece. — Slatter's (Pl. f; C 2), Baker's (Pl. g; C 3), Sunnyside (near the East Station), temperance hotels.

Post Office (Pl. B 2), St. Peter's St.

History. The Roman *Durovernum*, a commercial post situated at the convergence of military roads from Lympne, Dover, and Richborough, was re-named *Cantwarabyrig* (borough of the men of Kent) by the Saxons, and about 560 became the capital of Ethelbert, King of Kent. To this court, where the Frankish Queen Bertha was already a Christian, St. Augustine and his fellow-missionaries were welcomed in 597; the king granted to them and to Bertha the use of a church and was himself baptized with thousands of his subjects. Augustine founded a Benedictine monastery (p. 31), which became the revered burial-place of the kings and early sainted archbishops; and on his later return to England as 'bishop of the English' established another monastery and church on the site of a ruined Roman basilica. The church became the first cathedral, and the monastery was afterwards organized as the

priory of Christ Church by Lanfranc (p. 27). It was not until the murder of Abp. Thomas Becket in 1170 (p. 28) and his canonization two years later that the fame of the cathedral eclipsed that of St. Augustine's abbey and that the ecclesiastical supremacy of the archbishops was definitively established. As "the holy blissful martyr," St. Thomas drew all England and many foreign pilgrims to his miracle-working shrine until its demolition by Henry VIII in 1538. The holiday aspect of the pilgrimages is immortalized in Chaucer's 'Canterbury Tales' (c. 1387). The present archbishop, the *Most Reverend Randall Thomas Davidson, D.D.*, translated from Winchester in 1903, is the ninety-sixth in a series including many illustrious names.

Canterbury is the scene of several of the 'Ingoldsby Legends'; here David Copperfield went to school, and here lived the Wickfields and Uriah Heep.

Visitors who reach Canterbury at the *West Station* (Pl. A 2) follow Station Road S. to WESTGATE STREET (Pl. A, B, 1, 2), the W. portion of the main thoroughfare which, under various names, bisects the city.

The 16th cent. house facing Station Rd. was a hostelry for pilgrims arriving after the city-gates were closed. A digression may be made hence to the right to (3 min.) *St. Dunstan's Church* (Pl. A 1; 14th cent.), with the Roper vault, which is believed to contain the head of Sir Thomas More (1478–1535), given to his daughter Margaret Roper after 14 days' exposure on London Bridge. A brick archway nearly opposite the church is the only relic of the *Roper House* (Pl. A 1).

We enter the city proper by the imposing *West Gate* (Pl. B 2), the only survivor of the six city-gates, which was built by Abp. Simon of Sudbury (1374–81; view from the top). In the guard-chamber is a collection of arms and armour, fetters, a scold-bridle, etc. (10–6; adm. 2*d*.). To the right, just inside the gate, is the church of the *Holy Cross* (Pl. B 2), also built by Abp. Simon; it contains some carved benches and a window commemorating the settlement of French refugee weavers in Canterbury after the revocation of the Edict of Nantes (1685). No. 37 St. Peter's St. is one of their houses, with doors in the upper story to admit the bales of silk. On the left is *St. Peter's Church* (Pl. B 2; 13th cent.), with a tower in which Roman tiles have been used. The refectory of the old Blackfriars Monastery behind it was for a time used as a Baptist chapel, in which Defoe is said to have preached. — The main street crosses a branch of the Stour by the *Eastbridge* (or *King's Bridge*). To the right is the ancient *Hospital of St. Thomas* (Pl. B 2), a well-preserved hostel for poor pilgrims (visitors admitted). We here enter High St. and reach the W. limits of the Roman city.

In Stour St., leading to the right, and near the Post Office (Pl. B 2) is an old building in a garden on the Stour, that originally belonged to the Grey Friars and was occupied for a time by Richard Lovelace (1618–58).

On the left side of High St. is the *Beaney Institute* (Pl. B 2, 3), housing the *Free Library* and the *Museum*, the latter containing an excellent collection of Roman and other antiquities (open daily; free). On the same side is the 18th cent. *Guildhall* (Pl. B, C 3). The next turning to the left is *Mercery Lane* (Pl. C 3), the regular pilgrims' approach to the cathedral, formerly lined with shops and booths for the sale of 'ampulles' of healing-water from Becket's Well (p. 30), medallions of St. Thomas, and other memorials of pilgrimage. At the

other end of the Mercery opens the Butter Market (Pl. 1 ; C 3), where a languid figure of the Lyric Muse inadequately commemorates Christopher Marlowe (1564–93), poet and dramatist, the son of a Canterbury shoemaker.

Travellers arriving at the East Station (Pl. D 2) reach the cathedral viâ Castle St. (Pl. D, C 2) and Margaret St. (Pl. C 2, 3), which ends at the High St. immediately opposite Mercery Lane (p. 26).

To the right, as we quit this station, are the pleasure-grounds of the *Dane John* (Pl. D 2), partly enclosed by the moat (now dry) and by the city walls (*View of the cathedral). The obelisk on the Dane John itself (an unexplained tumulus 80 ft. high) commemorates the laying out of the gardens in 1790. — To the left, at the S. end of Castle St., is the only relic of the old Norman *Castle* (Pl. D 1), viz. a massive keep now used as a coal-store. *St. Mildred's Church* (Pl. D 1), near the Stour, behind the castle, has Roman tiles in its structure.

On the W. side of the Butter Market stands **Christ Church Gateway* (Pl. 2 ; B 3), the main entrance to the cathedral precincts, an ornate late-Perp. structure (1517), with 17th cent. gates. Beyond it we obtain an admirable view of the cathedral.

The magnificent ****Cathedral*** (*Christchurch* ; Pl. B, C 3) is, as it stands, the work of two detached centuries, for though begun in 1070 and completed in 1503, little was contributed by the two centuries between 1180 and 1379. Its general character is Perp., at least as regards the exterior. In point of area it ranks ninth, and in point of length fourth, amongst English cathedrals (see p. xlix). — The cathedral is open to visitors on week-days from 9.30 a.m. to 5 p.m., except during the services ; 6*d*. is charged for admission to the choir, N.W. transept (Martyrdom), and cloisters, 3*d*. for the crypt, and 1/ for the central tower. Services on week-days at 10 & 3 (4 in winter), on Sun. at 8.15, 10.30, 12, 3, & 6.30.

In summer parties are taken round the cathedral before and after the official hours for a fee of 1/ each, but interested visitors are advised to procure (at No. 3 The Precincts, just inside Christchurch Gate) a general day-permit to view the cathedral unattended and at any time between 7 a.m. and 7 p.m. (fee 2/).

History. The most ancient portions now extant are fragments of the church raised by Lanfranc, first Norman archbishop (1070–89), on the ruins of the church of Augustine, burned down in 1067. This hasty reconstruction proved quite insufficient for devotional needs and for the accommodation of the monks of Lanfranc's priory (p. 26), and his successor Anselm (1093–1109) decided to pull down and rebuild the E. end. Begun under Prior Ernulf in 1096, the work was promoted to a grander scale by Prior Conrad, who nearly doubled the area of the building. The 'glorious choir of Conrad' is immortal in the annals of architecture, though it stood for little more than half-a-century, being burned down in 1174. A French master-mason, *William of Sens*, was chosen for the rebuilding, which began in 1175. He, however, was crippled by a fall three years later, and, after directing the work from his bed until he had completed the E. transepts, gave it over to *William the Englishman*. Working, apparently, on the plans of French William, the English master-mason finished St. Thomas's Chapel, Becket's Crown, and the Crypt beneath these (1178–80). The church remained thus for nearly two hundred years, with Lanfranc's unambitious nave and transepts adjoining the rich and intricate E. end. Under *Prior Chillenden* Lanfranc's nave was pulled down, and the present nave and transepts built (1379–1400). Additional chapels were added, and, finally, between 1495 and 1503, **Bell Harry*, noblest of Perpendicular towers, called originally the Angel Tower, was built. The N.W. tower of Lanfranc stood till 1834, when it was replaced by a copy of the S.W. tower (1440–52).

The principal entrance is by the South Porch (1400). The old bas-relief over this represents the Altar of the Martyrdom, which was erected where Becket fell (see below). Modern statues here, as on the W. front, replace those destroyed at the Reformation.

Interior. The Nave (c. 1380) is well-lighted and stately in design, but unfortunately has lost (except for some fragments collected in the W. window) its fine old original stained glass. The monuments in the nave are of minor interest, but in other parts of the church are many noteworthy tombs of archbishops and others. Under the N.W. tower is a memorial to Abp. Benson (1882–96). The vista from the W. end, closed by the flight of steps ascending to the choir-screen, through which a glimpse of a second flight to the altar is obtained, produces a noble and suggestive effect. The reticulated cross-pieces under the lantern are struts to support the piers under the enormous weight of the tower. They bear the rebus of Prior Goldstone, who completed the tower begun by Chillenden. An elaborate 15th cent. *Screen*, with six crowned figures, separates the nave from the choir. The great *Windows in the W. transepts are well seen from here; that in the N.W. transept, with its silvery colouring and its decorative portrait-figures of Edward IV and his queen, was presented by that king (d. 1483); that in the S.W. transept has 15th cent. tracery, filled with older glass from the choir-clerestory.

The West or Nave Transepts, like the nave, were rebuilt by Chillenden, who left little of Lanfranc's work but the rough lower portion of the walls. The *N.W. Transept*, or *Martyrdom*, was the scene of Becket's murder (Dec. 29th, 1170), and the door from the cloisters is in the same position as when the four knights entered by it to cut down "the turbulent priest." The spot where the archbishop is believed to have fallen is marked by a small slab of stone, replacing (according to tradition) a blood-stained fragment of the pavement cut out and sent to Rome as a relic. Under the Edward IV window are the tombs of Abp. Peckham (1279–92) and Abp. Warham (1504–32). — The *Lady Chapel*, to the E. of this transept, called also the *Deans' Chapel*, on account of the tombs it contains, is late-Perp. (1449–68), with a rich fan-vault. — The *S.W. Transept* has a corresponding chapel, known as *St. Michael's* or the *Warriors' Chapel* (Perp.; c. 1370). It is overcrowded with monuments, including one erected by Margaret Holland (d. 1437) to herself and her two husbands. At the E. end, projecting from the wall, is the stone coffin of Abp. Stephen Langton (1207–28), who assisted to extort the Magna Charta from King John.

On entering the Choir, which is one of the longest in England, we notice the peculiar contraction at the E. end. William of Sens drew in his building thus to preserve the two Norman side-chapels of St. Anselm and St. Andrew, but the beauty of the result is debatable. The style of the

choir is Transition, a fact patent to the eye in the juxtaposition of Norman and E.E. features. The choir of Sens Cathedral (finished in 1168) determined the form of Canterbury choir, which resembles the French model in many particulars, though irregularities, such as the mixture of round and pointed arch-forms and of Norman and E.E. decoration, seem to indicate an attempted compromise between French innovation and English tradition. The altar, reredos, and archbishop's throne are modern; the stalls of the dean and chapter are attributed to Grinling Gibbons. The diaper work on the S. wall, above the lower flight of stairs to the altar, should be noted. This, though more probably a remnant of sedilia, may be a part of the shrine of St. Dunstan (924–988), which is said to have stood here, on the level of the old high-altar, and ranked second only to Becket's shrine in sanctity. The beautiful and unusual *Screens* between the choir and its aisles, presented by Prior de Estria (1285–1331), alternate with canopied tombs, including (N. side) that of Abp. Chichele (1414–43), kept in repair by All Souls College, Oxford (p. 309), of which he was the founder.

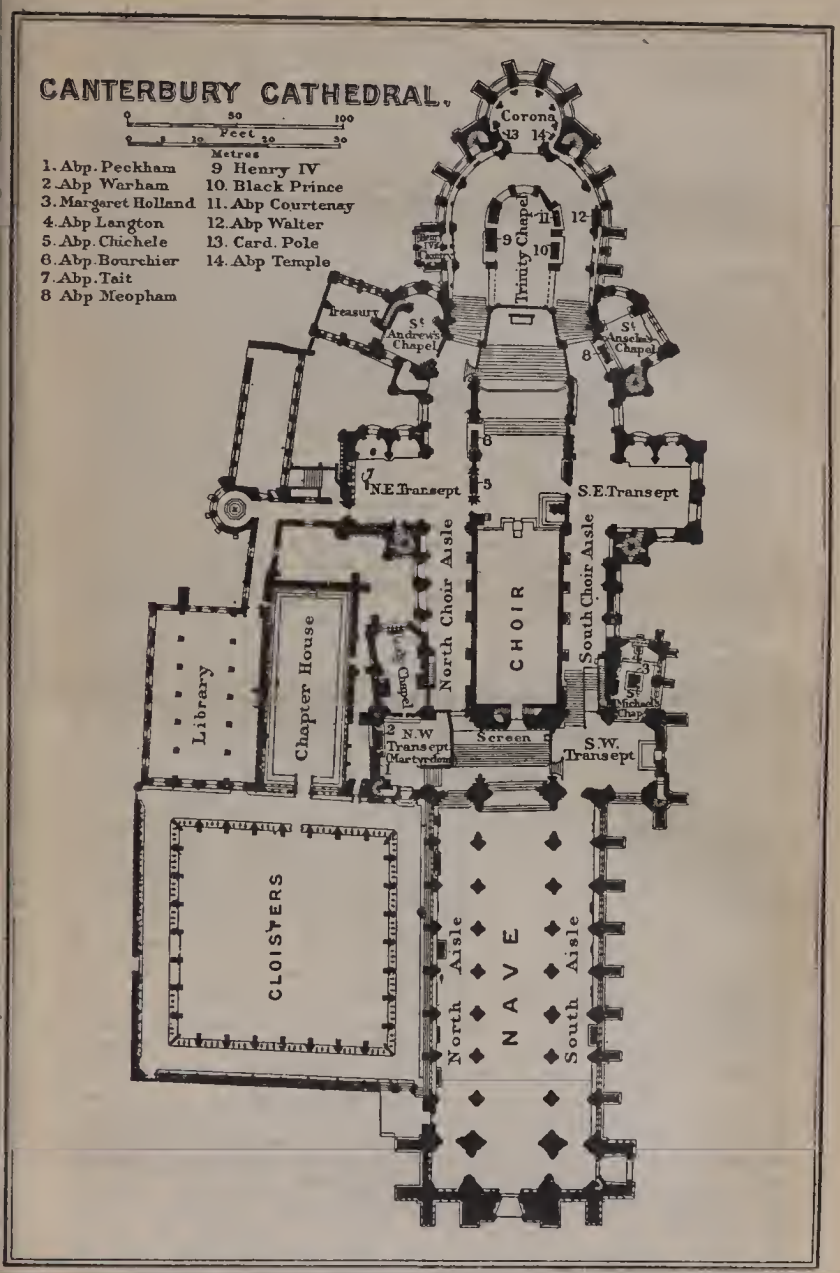
The Choir Aisles and East or Choir Transepts are mainly the work of Ernulf and Conrad, altered and enriched by William of Sens. Through the N. door of Prior Estria's screen we enter the *N. Choir Aisle*, in the windows of which is some fine medallion glass of the 13th century. On the S. side is the canopy-tomb of Abp. Bourchier (1454–86). On the wall adjoining the N.E. transept are traces of a painting of the conversion of St. Hubert (or St. Eustace). — In the *N.E. Transept* is the marble cenotaph of Abp. Tait (1869–82; figure by Boehm). The circular window contains original glass; an exquisite medallion of old glass, inserted in a modern window, represents St. Martin, whose altar stood here. At the E. end of the N. choir-aisle is *St. Andrew's Chapel* (see p. 28), retaining some coloured decoration. — The *S.E. Transept*, used as the chapel of the King's School (p. 31), contains the so-called 'Corinthian Throne,' by Grinling Gibbons, presented in 1704 by Abp. Tenison. — In the *S. Choir Aisle* are the monuments of several 14th cent. archbishops. *St. Anselm's Chapel*, at the E. end, corresponds to St. Andrew's Chapel (see above) and also is in the main Ernulf's work, except that the S. window is Dec. (1336). The 12th cent. wall-painting of St. Paul at Melita was brought to light in 1888. Abp. Anselm (1093–1109) is buried behind the altar. The screen of the chapel is formed by the beautiful tomb of Abp. Meopham (1329–33). Above this chapel is a so-called 'Watching Chamber,' overlooking (not very adequately) Trinity Chapel (see below).

The part of the cathedral to the E. of the choir was erected wholly in honour of St. Thomas. Trinity Chapel, behind the high-altar and approached by steps, retains the name of a chapel burned down along with Conrad's choir (p. 27),

though it was built by English William as the Chapel of St. Thomas; and in this chapel, from 1220 (when the saint's remains were translated from the original tomb in the crypt) down to its destruction by Henry VIII in 1538, stood his resplendent shrine, which has utterly vanished with all its magnificence, leaving only the pavement worn by the feet of pilgrims to mark its site. The beautiful stained-glass *Windows (13th cent.) depict the miracles of St. Thomas. Between the N. piers is the tomb of Henry IV (d. 1413) and his second wife. Between the S. piers is the important effigy-tomb of Edward the Black Prince (d. 1376), with his surcoat, gauntlets, helmet, shield, and scabbard hanging above. To the E. of this is the monument of Abp. Courtenay (d. 1396). — In the aisle to the N. of Trinity Chapel is the *Chantry of Henry IV*; in the aisle to the S. is the oldest remaining tomb in the cathedral, that of Abp. Hubert Walter (d. 1205).

The *Corona, the circular chapel at the extreme E. end of the cathedral, is, like the Trinity Chapel, English William's work, but evidently of French design. It is known also as 'Becket's Crown,' owing, it is said, to the preservation here of the skull of St. Thomas. *St. Augustine's Chair*, possibly made for the great ceremony of the Translation of St. Thomas (see above), is used at the enthronement of the archbishops. The last Roman Catholic archbishop, Cardinal Pole (d. 1558), lies on the N. side. On the S. side is the monument of Abp. Temple (1896–1902). The centre *Window dates from the 13th cent., with a modern interpolation, hard to detect.

The spacious *Crypt, dedicated to the Virgin, is entered from the S.W. transept. The earliest part of the cathedral, it is mainly the work of Ernulf and Conrad, with a W. wall that is possibly a fragment of Augustine's church. The *Capitals of the pillars and some ornamental shafts are vigorous examples of Norman stone-carving. Especially fine is the central pillar of the chapel at the S.E. corner, dedicated to St. John or St. Gabriel, with a 13th cent. ceiling-painting. The S. aisle, unfortunately for effect, is walled off to form a '*Temple*' for the French Protestants, who have worshipped here since 1568 (entr. by a door in the S.E. transept; service in French on Sun. at 3 p.m.). The French church includes the beautiful *Black Prince's Chantry*, by which he 'paid' for marriage with his cousin, the Fair Maid of Kent, in 1363, giving, too, the graceful screen which is the sole remaining adornment of the once magnificent *Chapel of Our Lady of the Undercroft* (E. end). — The 12th cent. *Crypt* under the Trinity Chapel and Corona includes the site of the chapel where was the first tomb of St. Thomas. Here culminated the long-drawn act of penance enjoined on Henry II. Some bones found here in 1888 are supposed by some to be those of Becket, though his body was condemned to be burned by Henry VIII. *Becket's Well* is another recent discovery in the crypt.



Adapted, by permission, from "The Builder."

Precincts. Immediately adjoiuing the cathedral on the W. and N.W. are the extensive monastic buildings. The Benedictiue monastery founded by St. Augustine was enlarged and converted into a priory by Lanfranc, and considerably altered and rebuilt by later archbishops.

The GREAT CLOISTER is entered from the N.W. transept (p. 28). Though Perp. in the main, it incorporates fragments of fine Norman work and a beautiful E.E. arcading, in the N. walk, cut into by the Perp. vaulting. Opening off the E. walk is the CHAPTER HOUSE, the lower part of which is the work of Prior de Estria (1285–1331), completed by Chillenden when he rebuilt the eloisters at the end of the 14th century. Beside it is the modern *Chapter Library* (1868), on the site of the monks' dormitory, which is entered from the Green Court (see below) or from the N.E. transept passage (open on Tues. and Fri., 11.15–1.15).

The path skirting the S. side of the cathedral leads across the former lay cemetery, which extended to the exquisitely arcaded St. Anselm's Tower and was there divided by a wall from the monks' cemetery (now known as 'The Oaks'). The grandeur and fine colour of the S.E. transept and the choir are very striking from this point. Passing round the E. end of the cathedral (notiug the unfinished exterior of the Corona), we observe a stately row of Norman arches, belonging to the hall of the monastic *Infirmary*. The more ornate arches, to the E. of these, are remains of the *Infirmary Chapel*. Still farther E., beyond a space known as 'Homors' (perhaps from 'Ormeaux,' i.e. The Elms), is the *Maister Honors*, a prebendary's residence incorporating the hall and other remains of the lodging provided for pilgrims of rank. The *Infirmary Cloister*, with some beautiful twisted twin shafts (c. 1186), leads to the W., passing the fine two-storied Norman *Treasury*, which adjoins St. Andrew's Chapel (p. 29), and the charming little *Lavatory Tower*, often called the *Baptistery* (late-Norman, with a Perp. upper story). A covered passage, known as the *Dark Entry*, leads N. from the W. end of the cloister to the Prior's Gateway and the Green Court. To the E. of this stands the *Deanery*, an Elizabethan-fronted house, originally the 'New Lodging' for guests of distinction. In the garden are some remains of the prior's residence.

Adjoining the oldest of the monastery gates (late-Norman ornamentation), on the W. side of the Green Court, is the KING'S SCHOOL (Pl. B 3; rebuilt in 1865), a monastic foundation of the 7th cent., installed on this site by Henry VIII as a grammar-school for 50 (now 250) boys. Marlowe (p. 27), Thurlow, Harvey, and Robert Boyle were pupils here. The exterior **Norman Staircase* leading to the hall is unique and still supremely beautiful, despite the misfitting roof. Through the arches beneath the hall we enter the *Mint Yard*, the former Almonry. We quit the precincts by the North Gate and enter Palace Street (Pl. B 3), named from the Archbishop's Palace destroyed in the primacy of Laud. From that time until the completion of the present modest palace on the old site in 1901, the archbishops had no official residence in Canterbury.

The church of *St. Alphege* (Pl. B 3), opposite the palace, has a good brass of a priest (1487). — In Northgate St., to the N. of the cathedral, is *St. John's Hospital* (Pl. A 3, 4), founded by Lanfranc in 1084, with a picturesque archway and interesting details of domestic architecture.

A little E. of the cathedral is *ST. AUGUSTINE'S COLLEGE (Pl. C 4), founded in 1844 for the training of missionaries, which occupies the site and incorporates some remains of St. Augustine's monastery (open after 3 p.m. in term, all day in vacation; adm. 6*d.*). The main *Entrance Gateway* (1300; restored) is at the N. end of Monastery St. (Pl. C 4).

Down to the time of Becket (comp. p. 26) this monastery ranked as the second Benedictine house in Europe; and St. Augustine, King Ethelbert, and Queen Bertha were all buried within its sacred precincts. On the S. side of the quadrangle are the remains of the Norman *Abbey Church*. Excavations in 1915 brought to light the foundations of its Saxon predecessor, with the first tombs of SS. Lawrence, Mellitus, and Justus, the immediate successors of St. Augustine. The *Cemetery Gate* (Pl. C 4; 1399) is the only other relic of the great monastery, which after the Dissolution became a palace and was visited by Elizabeth, Charles I, and Charles II. To the S. are the ruins of *St. Pancras*, built of Roman brick and tiles on the site of a Saxon 'idol house' granted to St. Augustine by Ethelbert (comp. p. 25).

The modern buildings of the college, by Butterfield, include a *Library* (with valuable oriental and patristic collections); a *Missionary Museum* (in the crypt); a *Chapel*, on the site of the old Abbot's Chapel; a *Hall*, retaining the original roof of the monastic refectory; and *Cloisters*.

Leaving the college by the Cemetery Gate (p. 31), we follow Longport St. to the E., passing the *Kent & Canterbury Hospital* (Pl. C 4, 5), to (½ m.) ***St. Martin's Church** (Pl. C 5, 6), already in use for Christian services before the coming of St. Augustine (adm. 6*d*.; keys at 33 Longport St.).

St. Martin's Hill was occupied by Roman villas in the 4th cent., and a portion of one of these, or of a temple, is part of the church. The little church consists of nave (of Kentish rag, plastered in the Roman fashion), chancel (early Saxon; probably later than the nave), tower (14th cent.), and modern vestry chamber. The windows are modern. Within, the 13th cent. chancel arch and subsequent restorations obscure the antiquity of what is one of the earliest extant churches in Europe. A Norman piscina at the S.E. corner of the nave is beautiful in its simplicity, but the chief object of interest is the tub-shaped *Font, partly of Saxon origin, in which Ethelbert is said to have been baptized. A third antiquity is the so-called tomb of Queen Bertha (but see p. 31).

In *St. George's Church* (Pl. C 3), St. George's St., above a commemorative bronze tablet (1919), hangs Adm. Sir Roger Keyes's flag which gave the signal ('St. George for England') for the naval attack on Zeebrugge on April 23rd, 1918.

The village of *Harbledown*, 1½ m. W. of Canterbury (on the motor route to Faversham), with the Hospital of St. Nicholas founded by Abp. Lanfranc for lepers (rebuilt), is probably the 'Bob-up-and-down' mentioned in the prologue to the 'Maunciple's Tale.' Motor-omnibuses ply from Canterbury also to *Herne Bay* (¾ hr.; 1/3), *Whitstable* (Sun. only; ½ hr.; 1/), viâ *Sandwich* to *Deal* (2 hrs.; 2/6), *Ramsgate* (1⅛ hr.; 1/10), *Margate* (2½ hrs.; 1/10), aud to *Dover* and to *Ashford*.

From Canterbury West to Folkestone, 19¾ m., railway in 50 min. (3/2, 2/, 1/4). — 2 m. *South Canterbury* adjoins the couuty cricket-ground. At (4 m.) *Bridge* is a Norman and E.E. church, with an interesting recumbent effigy. — Richard Hooker (1554–1600) lies in the church of (5½ m.) *Bishopsbourne*, of which he was rector from 1595. 7¾ m. *Barham*; 11¾ m. *Elham*. — 13¾ m. *Lyminge*. The early Norman parish church is adjoined by the foundations of a 7th cent. nunnery church founded by Eadburg (Ethelburga), daughter of King Ethelbert. — 17¾ m. *Shorncliffe Camp*, and thence to (18¾ m.) *Folkestone Central* and (19¾ m.) *Folkestone Junction*, see p. 14.

Canterbury (West) is also on the line (p. 13) from *Ashford* to *Ramsgate* and *Margate*, and it is the terminus of a line to (6 m.) *Whitstable* (p. 33).

5. FROM LONDON TO MARGATE AND RAMSGATE.

79 m. S.E. & C.R. from *Victoria*, *Holborn Viaduct*, and *St. Paul's* in 1¾–3 hrs. (12/4, 7/9, 6/2); to (74 m.) *Margate* in 1½–2¾ hrs. (same fares). — For another route, viâ *Ashford* (same fares), see pp. 10–13. — On Sat. and Sun. in summer both Margate and Ramsgate are uncomfortably crowded with excursionists. — In summer the s.s. 'Royal Sovereign' leaves Swan Pier, London, at 9 a.m. daily (except Tues.) for (4½ hrs.) *Margate* (10/, 9/; return 15/, 12/6), returning at 4 p.m. The 'Belle' steamers may also resume their services to Margate, Ramsgate, etc.

Motor Route, 79½ or 83½ m. To **Canterbury** (63 or 67 m.), see p. 15. — Thence viâ (2½ m.) *Sturry* and (4 m.) *Upstreet* to (2 m.) *Sarre*; and thence viâ (4 m.) *Birchington* (p. 33) to (4 m.) **Margate** (p. 33), or viâ *St. Lawrence* (p. 13) to (8 m.) **Ramsgate** (p. 34).

From London to (52 m.) *Faversham*, see Rte. 3. Beyond Faversham the line skirts the N. coast of Kent, as far as Margate, passing various favourite seaside resorts: 58½ m.

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Whitstable (Bear & Key ; Tankerton ; Duke of Cumberland), noted for its oysters (' natives '), with a branch-line to Canterbury (see p. 32); 62½ m. *Herne Bay* (Rfmts. ; Dolphin ; Grand ; Connaught ; Queen's), with a fine esplanade and a long pier, whence motor-brakes ply to (7½ m.) Canterbury ; 70½ m. *Birchington* (Bungalow), where a Celtic cross in the churchyard marks the grave of Dante Gabriel Rossetti (1828–82) ; 72 m. *Westgate-on-Sea* (St. Mildred's ; Westcliff, pens. 12/6).

The N.E. corner of Kent, to the N. of the Stour, is known as the Isle of Thanet, famous for its bracing air, ' with nothing between it and the North Pole.' The vanished W. boundary of the ' isle ' was the ' Wantsum,' an ancient navigable channel beginning on the S. at Rutupiæ (p. 35) and forming part of the regular water-route from Bononia (Boulogne) to London. At the N. mouth of this, 3½ m. E. of Herne Bay (pleasant walk by the beach and cliffs), lay the Roman fort of *Regulbium*, the modern **Reculver** (*King Ethelbert Inn*). King Ethelbert (p. 25) is said to have had a palace here. A church erected within the castrum in the 17th cent. was demolished in 1804, but its twin W. towers were restored in 1810 as a sea-mark. The original towers, known as the ' Sisters,' are supposed to have been built by an Abbess of Davington to commemorate the death of her sister and her own escape from drowning. Some of the cottages in Thanet show traces of Dutch or Flemish influence.

74 m. **MARGATE** (27,085 inhab.), which has been frequented for sea-bathing since 1750, is one of the most popular and catholic seaside resorts in England, owing to its broad firm sands, the invigorating breezes of N. Thanet, and its easy access from London.

Railway Stations. *Margate West* (Rfmts.), for Broadstairs, Ramsgate Harbour, and London viâ Faversham; *Margate Sands* (Rfmts.), for Ramsgate Town and London viâ Canterbury and Ashford; *Margate East*, on the Broadstairs line.

Hotels. *In Cliftonville*: Cliftonville Hotel; Queen's Hotel, R. from 4/6, B. 1/6–3/, L. 3/6, D. 5/; Hydro, with Turkish baths; St. George's, pens. from 12/; Endcliffe House; Walpole Bay, Fort Paragon, Carlton, Northdown Hall, four private hotels. *In the Town*: White Hart, R. from 5/, L. 3/6, D. 5/6, pens. 16/ (in winter 14/6) ; Metropole. — Many *Private Hotels* and *Boarding Houses*.

Cabs. For 1–2 pers., ½ m. 1/, each addit. ½ m. 6*d*., each addit. pers. 6*d*., per hr. 3/6, each addit. ½ hr. 1/6. — *Taxicabs*, 1/ per mile, each addit. ¼ m. 3*d*., waiting 2*d*. per 2½ minutes. — Trunk 3*d*.

Electric Tramway from Margate to *Broadstairs* and *Ramsgate* (p. 34). — Motor Omnibuses, see p. 34.

Amusements. *Theatre Royal*, Addington St.; *Hippodrome*, Cecil Square; *Hall-by-the-Sea* (varieties and dancing), Marine Terrace. — Bands, etc., at the Pavilion and Winter Gardens. — *Tennis & Croquet Lawns*, *Bowling Greens*, and *Cricket Pitches* in Dane Park, at Westbrook, and on the sea-front.

Information Bureau in the Parade, opposite the harbour.

The handsome new quarter on the cliffs E. of the old town is known as *Cliftonville*, the quarter to the W. of the railway stations as *Westbrook*. The favourite resorts, beside the sands, are the *Jetty* (1240 ft. long), the *Pier* (760 ft.), the *Marine Parade*, and the *Queen's Parade*. About ½ m. from the sea, near Dane Park, is a *Grotto* or *Catacomb* (adm. 6*d*.) of unknown date, strangely decorated with shells and still a puzzle to antiquarians. The flint church of *St. John* has Norman portions (12th cent.), is rich in brasses, and has good bells.

Steamers, see p. 32. — Motor-omnibuses ply to *Ramsgate* (6*d.*), to *Westgate* (3*d.*), to *Faversham* (3/1), and to *Canterbury* (see p. 32). Trains from Margate Sands run to and from Canterbury at hours to suit the cathedral services.

About 1½–2 m. W.S.W. of Margate are *Garlinge* and the farmhouse of *Dandelion* (15th cent. gate-tower). *Quex Park*, which William III used as a stage on his journeys to and from Holland, is 1½ m. farther off, in the same direction. At *Acol*, 1 m. S. of Quex, is the chalk-pit of 'The Smuggler's Leap' ('Ingoldsby Legends'). — The walk to (5 m.) Broadstairs along the cliffs is worth taking. After passing *Foreness Point* we reach (3 m.) *Kingsgate*, where Charles II and the Duke of York landed in 1683, with an imitation Norman castle built by Lord Holland (1760). A little farther on is the *North Foreland* (lighthouse), the *Promontorium Acantium* of the Romans, off which Blake defeated De Ruyter in 1666. — 2 m. *Broadstairs* (see below).

From Margate to *Canterbury* and *Ashford*, see p. 13.

Our train now runs S.E. 74½ m. *Margate East* (p. 33). — 77 m. **Broadstairs** (*Grand*; *Albion*; *Balmoral*; *Carlton*; *Westfield*, private; *Railway*), a comparatively quiet watering-place, described by Dickens as "one of the freest and freshest little places in the world." In Harbour St. is *York Gate*, a flint arch erected in 1540 to protect the 'stair' or gap in the cliffs here. Memorial tablets mark various houses occupied by Dickens; at one of these (quite arbitrarily renamed *Bleak House*), on the top of the cliff above the pier, he wrote part of 'David Copperfield.' *Dickens House*, in the Victoria Parade, has been identified with the home of Miss Betsy Trotwood, though in 'David Copperfield' it is transferred to Dover. *St. Peter's*, 1¼ m. W.N.W. of Broadstairs, has a church of the 12th cent. with a flint tower of the 16th.

79 m. **RAMSGATE** (29,603 inhab.), a seaport and watering-place, spreading over two chalk cliffs and the 'gate' or valley between them, has a S. aspect and is thus more sheltered than Margate, which faces N. Heine stayed here in 1827.

Railway Stations (*Rfmts.*). *Ramsgate Harbour*, for Broadstairs and for London viâ Margate West and Faversham; *Ramsgate Town*, for Sandwich, Deal, and Dover, for Margate Sands, and for London viâ Canterbury and Ashford.

Hotels. Granville, East Cliff; Hôtel St. Cloud, Victoria Gardens, R. from 4/6, L. 3/, D. 4/6; Royal, overlooking the harbour; Royal Oak, pens. from 6/6. — Numerous *Private Hotels* and *Boarding Houses*.

Amusements. *Palace*, High St.; *Marina Palace* (varieties), near the pier; *Royal Victoria Pavilion* (varieties), near the harbour. — Concerts at the *Winter Gardens* on the W. Cliff and in the *Glass Pavilion* on the E. Cliff.

Cabs. Per drive 1/6, per hr. 3/6. — *Motor Cabs* according to arrangement. Electric Tramway to *Broadstairs* and *Margate*. — *Motor Omnibuses*, see p. 35.

Information Bureau, 36 High St.

The *Port*, designed by Smeaton, usually contains a large number of fishing smacks and sailing yachts. The iron *Marina Pier* (adm. 2*d.*) is for promenaders. The animated scenes on the smooth firm beach in summer resemble those to be seen at Margate. The small Rom. Cath. church of *St. Augustine* was considered by A. W. Pugin to be his best work (1847–51). Near it is his house, the *Grange*, also designed by him. The *Jewish Synagogue* and *College* were erected at the expense of Sir Moses Montefiore (d. 1885), whose mausoleum adjoins. *St. George's*, with a conspicuous tower, contains

a good fresco by Weigall (W. wall). Traces of the refuges provided in case of air-raids (comp. p. 10) are still to be seen.

Steamers, see p. 32. — Motor-omnibuses ply to *Canterbury* (see p. 32), *Margate* (p. 33) *Minster* (p. 13), *Richborough* (see below), etc. Cathedral trains run from the Town Station to Canterhury (as at Margate).

To the S. of Ramsgate opens *Pegwell Bay*, on the N. shore of which (1½ m.; tramway) is the village of *Pegwell*, noted for shrimps. *Ebbsfleet* (3 m.), opposite the middle of the bay hut now ½ m. from the sea, was the landing-place of St. Augustine in 597 (memorial cross) and perhaps also of Hengist and Horsa. It has au excellent golf-course.

From Ramsgate to Dover, 23 m., railway in 1–1¼ hr. (3/10, 2/5, 1/10½). The trains start from the Town Station and at (4½ m.) *Minster Junction* (p. 13) diverge to the left from the line to Canterhury. Ahout 1½ m. farther on we cross the *Stour* and after another 1½ m. we see Richhorough Castle (see helow) to the right.

9 m. **Sandwich** (*Bell*, R. from 3/6, D. 5/; *Fleur-de-Lis*), a quaint old town (3040 inhab.) on the *Stour*, with ancient houses and tortuous streets, was once an important seaport, though now it lies 2 m. from the sea. The emhlem of the Cinque Ports (half-a-lion and half-a-hoat) visihle on many buildings reminds us that Sandwich was one of the original Cinque Ports (p. 23). The site of the town-walls is now a promenade; hut the *Fisher Gate* and a Tudor gate-tower called the *Barbican* (N. side of town) still survive. *St. Clement's Church* is E.E., with a low arcaded Norman tower and some interesting internal features; *St. Peter's* is of various dates; *St. Mary's* (15th cent.) was nearly ruined by the fall of its spire in 1667 (keys at 34 Church St.). The *Hospital of St. Bartholomew* (12th cent.); the old *Grammar School* (1564; now a private house); the *Town Hall* (16th cent.), recently renovated, with old woodwork; and *St. Thomas's Hospital* (1392; rehuilt 1864) are interesting. The many foreign names in Sandwich go hack to the Flemish exiles who took refuge here from the Duke of Alva's persecution (16th cent.). Richard Cœur-de-Lion landed here in 1194 after his Austrian imprisonment, and the 'Old House' in Strand St. is said to have been occupied by Queen Elizabeth in 1572. — To the S.E. is (2½ m.) *Sandwich Bay*, with the Guildford Hotel and some handsome villas. To the N. of it, among the sandhills, are the excellent *Royal St. George's Golf Links*, where the championships are sometimes played, and the *Prince's Golf Links*. — Omnihuses ply from Sandwich to Deal (10*d.*) and to Canterhury (2/6). — Sandwich is the nearest station for ***Richborough** Castle, on the Stour, 1¼ m. N. (by footpath). This was the Roman *Rutupiæ*, guarding the S. entrance of the channel mentioned at p. 33. The ruins (adm. 3*d.*; closed on Sun.) include the N. wall of the Castellum, 460 ft. long and 22 ft. high. In the middle of the enclosure is '*St. Augustine's Cross*,' a cruciform platform of ruhhle on foundations of solid stone-work, helieved to have horne a pharos or lighthouse. Around the cross runs a low subterranean passage, in the form of a square. — On the estuary of the Stour is the port of *Richborough*, a huge transport depot created for military purposes in 1916. Enormous quantities of material were sent across the Channel in harges to Dunkirk and Calais, and a little later a Train Ferry, carrying railway trains without hreaking bulk, plied to Calais.

13 m. **Deal** (*Rfmts.*; *South Eastern Hotel*; *Royal*; *Black Horse*; *Clarendon*, R. 3/), a 'limh' of the Cinque Ports (p. 23), is frequented hy seabathers (very steep beach) and has a famous golf-course. *Old* or *Upper Deal* lies inland, the more modern visitors' quarters on the sea. Deal or its immediate vicinity is helieved to he the scene of Julius Cæsar's landing in 55 B.C. *Deal Castle*, huilt hy Henry VIII for coast defence, is now occupied by Lord George Hamilton. *Sandown Castle* (now demolished), a similar structure, in which Col. Hutchinson (p. 366) died, stood at the N. end of the town. — Motor-omnibus to *Dover*, see p. 23; viâ Walmer Castle (3*d.*) to *Sandwich* (10*d.*); to *Canterbury*, see p. 32.

Off the coast, opposite Sandwich and Deal, lie the Goodwin Sands, a series of dangerous sandbanks ahout 10 m. in length, marked hy light ships and exposed at low water. According to the legend, these were once the fruitful island of *Lomea*, which was suhmerged by a furious storm in the 11th cent., owing to the fact that the stones intended to strengthen its sea-wall were used by the Abbot of St. Augustine's for the tower of Tenterden Church (p. 38). The Downs, the famous roadstead

between the Goodwin Sands and the coast, form a natural harbour of refuge, not too safe, however, in strong gales from the S., when the traditional hardihood of the Deal boatmen is often called upon to succour ships in distress.

15 m. *Walmer* adjoins Deal on the S. *Walmer Castle*, yet another of Henry VIII's block-houses, has long been the official residence of the Lord Warden of the Cinque Ports (at present Earl Beauchamp). William Pitt was once Warden and conferred here with Nelson in 1801. The Duke of Wellington succeeded Lord Liverpool as Warden in 1827 and died here in 1852 (room with his bed, furniture, and relics). Visitors are admitted to the castle daily (except Fri.) from 11 to 4 or 5 (Sun. 1 to 4 or 5). — 17¾ m. *Martin Mill* is the station for (2 m.) *St. Margaret's Bay* (Granville Hotel), a modern and attractive little bathing resort. The church, in the landward part of the village, is a good example of Norman work. Pleasant cliff-walk hence to Dover (comp. p. 25). — 22½ m. *Dover Priory* (p. 23). — 23¼ m. *Dover Harbour* (p. 23).

6. FROM LONDON TO HASTINGS.

62 m. S.E. & C.R. from *Charing Cross*, *London Bridge*, and *Cannon St.* in 1¾–3 hrs. (10/6, 6/7, 5/0½); to *Tunbridge Wells*, 34½ m. in 1¼–1½ hr. (5/10, 3/8, 2/8½).—The trains of the L.B.&S.C.R. to *Hastings* (76 m., in 2–3 hrs.; same fares) run from *Victoria*, *London Bridge*, and *Clapham Junction* viâ *Lewes* and *Polegate* (comp. Rtes. 8, 9).

Motor Route, 64 m. We leave London by the Old Kent Road (Pl. B 56, G 66) and run viâ (5 m.) *Lewisham* and (5 m.) *Bromley* (p. 15). — 4 m. *Farnborough* (p. 11). — 10 m. *Sevenoaks* (p. 11). — 6 m. **Tonbridge** (p. 12). 5 m. *Pembury* (p. 37) [Bayham Abbey, p. 37, r.]. — 5 m. *Lamberhurst* (p. 12). — 5 m. *Flimwell*. — 3 m. *Hurst Green* [Bodiam Castle, p. 38, l.]. — 2 m. *Robertsbridge* (p. 38). — 5 m. *Battle* (p. 39). — 7 m. **Hastings** (p. 40).

Or Tonbridge to (6 m.) **Tunbridge Wells** (see below). — 2 m. *Frant* (p. 38). — 4 m. *Wadhurst* (p. 38). — 3½ m. *Ticehurst* (p. 38). — 3½ m. *Hurst Green*, and thence as above (65 m. in all).

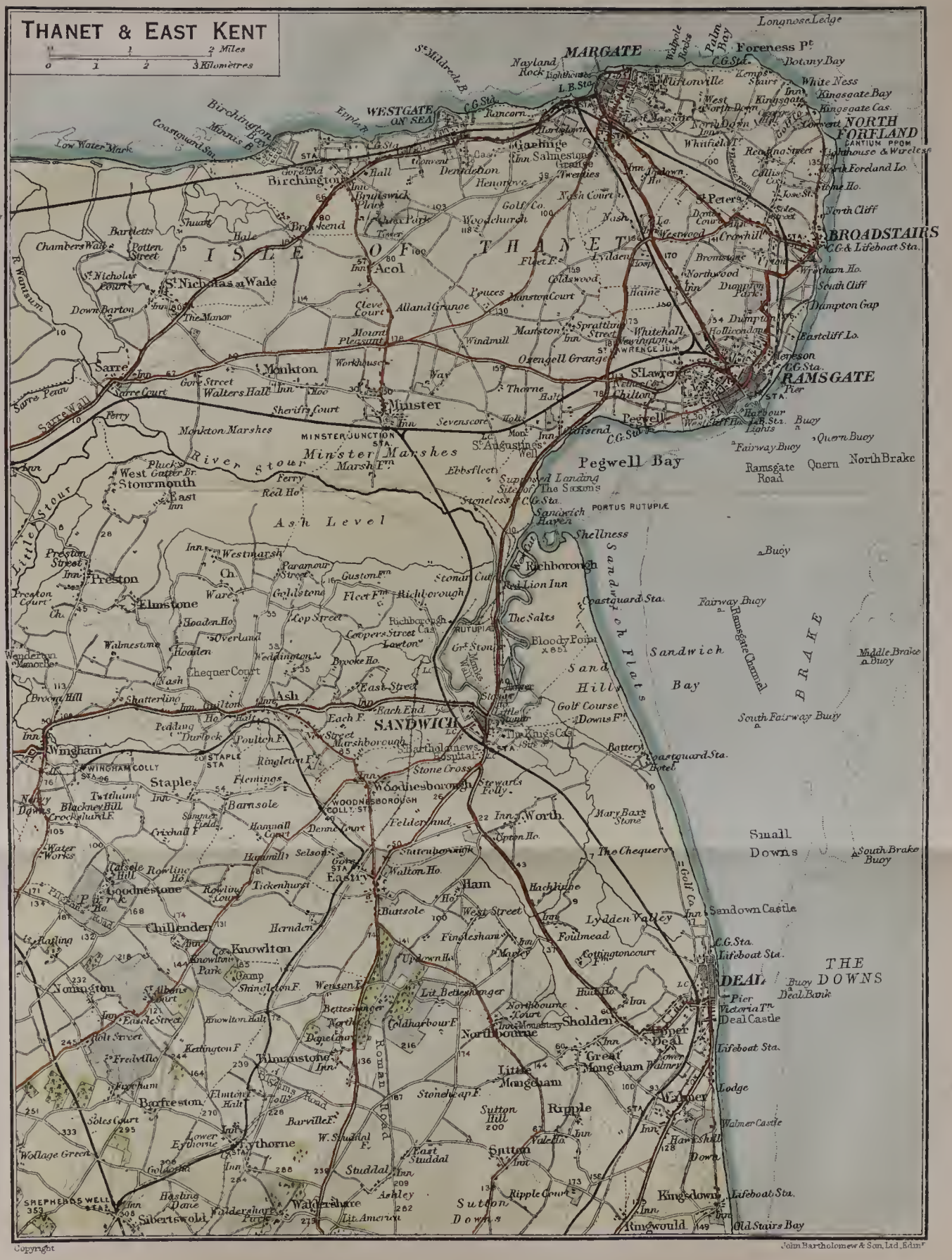
Beyond Tunbridge Wells this railway route passes from Kent into **Sussex**, the N. part of which is occupied by the well-wooded *Weald*, which extends far into Kent. Sussex oak was long held the best timber for shipbuilding, and for five centuries the forests yielded fuel for an important iron forging and smelting industry, until early in the 19th cent. the use of pit-coal transferred the industry elsewhere. The Weald was once occupied by the immense forest of *Andredsweald*, of which the main relic is *Ashdown Forest* (p. 38). Farther S. Sussex is traversed from W. to E. by the *South Downs*, "blunt, bow-headed, whale-backed downs" where the sheep that yield the famous South Down mutton crop the turf that "cloaks the white cliff edge."

From London to (29½ m.) *Tonbridge*, see Rte. 2. The line for Ashford, Folkestone, and Dover here diverges to the E. (l.) while our train keeps on due S. — 33 m. *Southborough* (Hand & Sceptre), with a chalybeate spring and quiet quarters.

34½ m. **TUNBRIDGE WELLS** (c. 400 ft.), an old-established and much-frequented inland health-resort (35,697 inhab.), lies in a picturesque hilly and moorland district where Kent and Sussex meet.

Railway Stations (¾ m. apart). *S.E. & C.R. Station*, Mt. Pleasant Rd., near the top of High St.; *L.B. & S.C. Station* (Rfmts.), Eridge Road, near the Pantiles.

Hotels. Calverley, Mt. Pleasant, near the S.E. & C.R. Station, with grounds, R. from 6/; Spa, Bishop's Down, facing the Common, with baths and grounds; Wellington; Earl's Court; Royal Mount Ephraim, these three on Mt. Ephraim, overlooking the Common; Molyneux Park, a private hotel, under the same management as the Earl's Court; Castle, facing the Common, family and commercial, R. from 4/; Carlton; Swan; Alexandra, Vale Road, temperance; Marlborough, Mt. Ephraim, private; Camden, at Pembury



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(see below). — Many other *Private Hotels, Boarding Houses,* and *Lodgings.*

Post Office, Vale Road, near the S.E. & C.R. Station.

Cabs. First-class (1–5 pers.) 1/ per mile, second-class (1–4 pers.) 10*d.*; each ½ m. extra 6*d.*, 5*d.*; per hr., 3/, 2/. Luggage under 100 lb. free. *Taxi-cabs* 1/ per mile, 3*d.* each ¼ m. extra; each article of luggage carried outside 3*d.* Special tariff for railway cabs (posted up at the stations and in the cabs themselves). — MOTOR OMNIBUSES to *Tonbridge, Pembury, Eridge* and *Crowborough, Eastbourne, Maidstone,* etc.

Amusements. *Opera House,* at the top of Mt. Pleasant. — *Band* twice or thrice daily in the Pantiles in summer. — *Open-air Swimming Baths* at the Recreation Grounds in Quarry Road. — *Hunting, Golf,* and *Tennis* are well provided for. *Cricket Week* in July.

The mild chalybeate waters of Tunbridge Wells were first brought into notice by Dudley, Lord North, in 1606, and after the Restoration they enjoyed a great vogue, of which reflections may be found in the pages of Macaulay, Thackeray, Meredith, and other writers. Names such as Mount Zion, Mount Ephraim, and perhaps Calverley (Calvary ?) suggest a Puritanical strain in some of their frequenters, and Tunbridge Wells long had the reputation of being pre-eminently the watering-place of the serious-minded. Nowadays its many visitors are attracted by its fine air and charming scenery rather than by the waters. The season is at its height from July to September.

The chief gathering-place of visitors is the **Pantiles** or *Parade,* a short promenade first laid out in 1638 and named from the original nature of its paving. On one side is a colonnade, on the other a row of lime-trees; the houses have been to a large extent modernized. The shops offer for sale articles of 'Tunbridge Ware,' a kind of wood-mosaic. At the S.W. end of the Pantiles is the *Pump Room,* where the mineral water is dispensed by 'dippers' at 1*d.* per glass. At the other end is the church of *King Charles the Martyr,* erected in 1684 and afterwards enlarged. To the W. and N., behind the Pantiles, stretches the *Common* (170 acres), with its gorse and bracken.

Short walks may be taken to *Rusthall Common,* 1 m. N.W., with the fantastic *Toad Rock*; to the *High Rocks* (adm. 6*d.*), 1½ m. S.W., a group of curious sandstone rocks (somewhat marred by pleasure-ground environment); to *Groombridge Place,* a moated house, 3½ m. S.W.; to *Eridge Castle* (Marquis of Abergavenny; park open to visitors with permit) and *Eridge Green* (with the romantic *Eridge Rocks,* open on Fri. in summer), 2½ and 3 m. S.; to the old church at *Pembury,* 3 m. N.E.; or to the church at *Speldhurst,* 2½ m. N.W., with ten windows by Burne-Jones. — *Bayham Abbey,* 5½ m. S.E., is a picturesque ruined Premonstratensian house of the 13th cent. (shown on Wed. and Sat. in summer; 6*d.*). The adjacent modern Elizabethan mansion is the seat of Marquis Camden. The nearest station is (3 m.) *Frant* (p. 38); the return-fare by motor-brake is 2/6. — *Penshurst Place* (p. 45) lies 6 m. N.W. Walkers or cyclists should go viâ the picturesque village of (3½ m.) *Bidborough* and may extend the trip to *Hever* (p. 44) and *Edenbridge* (rail. stations, see pp. 44, 45). — Other places of interest often visited from Tunbridge Wells include *Buckhurst* (p. 38; 6 m.), *Crowborough* (p. 38; 7 m.), *Tonbridge* (p. 12), *Mayfield* (p. 38), *Bodiam* (p. 38), and *Sevenoaks* (*Knole*; 12 m.; p. 11).

FROM TUNBRIDGE WELLS TO EAST GRINSTEAD (Brighton), 13½ m., L.B. & S.C.R. in ½–¾ hr. (2/1, 1/1½). 3 m. *Groombridge* (Rfmts.), a junction of some importance (pp. 38, 44). — 5½ m. *Withyham* (Dorset Arms), in the interesting church of which are monuments of the Sackville family (p. 11).

In the vicinity are *Buckhurst*, the ruined seat of the Sackvilles, *Buckhurst Park* (Earl de la Warr), and *Duckings*, a fine timbered farmhouse. — 10½ m. *Forest Row*, in *Ashdown Forest*, a picturesque region of moorland and woods. — 13½ m. East **Grinstead** (*Rfmts.*; *Dorset Arms*; *Crown*, R. 3/6, L. 3/) is a pleasant little town (7089 inhab.), with a wide High St. containing picturesque timber-built houses. *Sackville College* is a Jacohean almshouse of 1608 (comp. p. 297).

From East Grinstead a line goes on W., viâ *Rowfant*, to (6½ m.) *Three Bridges* (p. 45), on the main London to Brighton line. Another runs S. to (6¼ m.) *Horsted Keynes* (Rfmts.), where it forks. The church here contains the tomb of Abp. Leighton (1611–84), who spent the last ten years of his life at *Broadhurst* (now a farmhouse), 1 m. N. The line to the right (S.W.) from Horsted Keynes joins the main Brighton line at (11 m.) *Hayward's Heath* (p. 45); that to the left (S.E.) runs to (20 m.) *Lewes* (p. 50), viâ (11 m.) *Sheffield Park*, named from the mansion of Edward Gibbon's friend, the first Earl of Sheffield. Gibbon (1737–94) is buried in the fine church (marred by restoration) of *Fletching*, 2 m. E. (best reached through the well-wooded Sheffield Park; special permission necessary).

From East Grinstead to *Oxted* (*London*), see p. 44.

From Tunbridge Wells to Eastbourne, 30 m., L.B. & S.C.R. in ½ hr. (4/6, 2/2½). At (3 m.) *Groombridge* (p. 37) we diverge to the left from the East Grinstead line. 5 m. *Eridge* (Rfmts.; p. 37). 8½ m. *Rotherfield* (Rfmts.; 500 ft.) has an E.E. church. 11 m. *Mayfield* (Rfmts.; Royal Oak; Star, R. 2/6, L. 3/6, D. 5/), with interesting timbered ('Middle House,' 1576) and Jacobean houses ('Lower House'). The **Old Palace* of the Abps. of Canterbury, now a convent-school (shown by permit from the Rev. Motber), dates from the 14th century. The chapel was formerly the banqueting hall. Mayfield was a favourite archiepiscopal residence from the time of St. Dunstan (d. 988), of whom some relics are shown. — 15 m. *Heathfield*. Lord Heathfield (d. 1790), defender of Gibraltar, is buried in the church. A pillar in the neighbouring hamlet of *Cade Street* marks the spot where Jack Cade was mortally wounded by the sheriff of Kent in 1450. — 22½ m. *Hailsham* (George) is the nearest station to Hurstmonceux (p. 43), 4 m. E. About 2 m. W. are the picturesque remains of *Michelham Priory* (Augustinian; 13th cent.), now a farmhouse (adm. on application to Col. Gwynne, Folkington Manor, Polegate). — 25½ m. *Polegate*, and thence to (30 m.) *Eastbourne*, see p. 52.

From Tunbridge Wells viâ Lewes to Brighton, 32 m., L.B. & S.C.R. in 1–1½ hr. (4/10, 2/6). — Beyond (5 m.) *Eridge* (see above) we diverge to the right from the Eastbourne line. — 8½ m. *Crowborough* (Beacon, of the first class; Crest, R. from 4/, L. 3/, D. 4/6), a breezy summer and golfing resort. Fine view from the terrace in front of the golf club house. *Crowborough Beacon* is 863 ft. above sea-level. — 15½ m. *Uckfield*, a farming town (3344 inhab.); 20½ m. *Barcombe Mills*. — 24 m. *Lewes*, see p. 50; thence to (32 m.) *Brighton*, see p. 43.

From Tunbridge Wells to *East Croydon* (London), see p. 44.

Beyond Tunbridge Wells we traverse the Weald of Sussex (p. 36), passing the stations of (37 m.) *Frant*, 1 m. E. of the village (Abergavenny Hotel); (39½ m.) *Wadhurst*, with iron grave-slabs (1610–1790) in the church; (44 m.) *Ticehurst Road*, for *Ticehurst*, 3 m. W.; and (47½ m.) *Etchingham*, with a Dec. church containing good woodwork (stalls and screen) and four good brasses (one of 1388). — From (49 m.) *Robertsbridge* (George) a light railway runs to Headcorn.

At (4 m.) *Bodiam* (Castle), the first station on this line, is ***Bodiam Castle*** (open on week-days, 6*d.*), reached by a path to the right, after we cross the Rother. This fine late 14th cent. fortress, dismantled in the Civil War, though now a mere shell, is highly picturesque and is still surrounded by a wide moat filled with water. The great gateway, on the N. side, is flanked by machicolated turrets. The outer portcullis is still visible and beyond are grooves for two more. Within are the remains of hall, kitchen, chapel, etc., carried round the main walls, leaving an open court in the centre. — 7 m. *Northiam* (Station Hotel) has a tall Norman church-tower and a Tudor clergy-house. Dean Swift's cradle is preserved in the E.E. church of *Brede*, 3½ m. S. — 15 m. *Tenterden* (Woolpack) has a church curiously connected in tradition with the Goodwin Sands (p. 35). — 24 m. *Headcorn* (p. 12).

55½ m. **Battle** (*Star*; *George*, pens. from 63/ per week), a small country-town (2924 inhab.), takes its name from the Battle of Hastings (1066), otherwise called the Battle of Senlac, from the hill of that name to the S.E. of the town, where William of Normandy found the Saxons entrenched on his advance from Pevensey (p. 42). The road from the station to the town (½ m.; omn. 6*d*.) passes the *Church* (Transition, with later additions), in which are the handsome tomb of Sir Anthony Browne (see below) and his wife, and a few brasses. The gatehouse of the abbey forms a picturesque ending to the main street. In the ground in front of it is an ancient iron ring, said to have been used in bull-baiting.

***Battle Abbey** was founded by William the Conqueror in fulfilment of a vow made before the fateful battle; it occupies the spot where Harold erected his royal standard and afterwards fell. The first abbot was appointed in 1076, and the church was consecrated to St. Martin in 1095. The abbey was richly endowed and placed in charge of the Benedictines. At the Dissolution (1538) it was given by Henry VIII to *Sir Anthony Browne*, Master of the Horse, who converted the monastic buildings to his own use and added the S. wing and banqueting hall.

Battle Abbey is shown to visitors on Tues., 11–5 (adm. 6*d*., by tickets obtained at the Estate Office, 5 min. walk from Battle station). They are led round by a guide, and in summer the conducted party is apt to be very large.

The imposing late-Dec. **Gatehouse* (1339), with its triple archway, ribbed vaulting, and battlements, is an ideal specimen of its class. The E. end of it served as the almonry. To the left of the grassy court inside are the inhabited parts of the abbey, including the *Abbot's Lodge*, the *Abbot's Hall*, and the modern *Library* (1860). Beyond the library we reach the *Terrace* (200 ft. above the sea), commanding a view of the battlefield, including the heights of Senlac (see above) and of *Telham* (across the valley), where the Normans encamped the night before the battle. Two watch-turrets here are all that remains of Sir Anthony Browne's *Banqueting Hall* (see above). The guide usually leads his flock round the S. and E. sides of the house to the *Cloisters*, one arcade of which (with Perp. tracery) is incorporated in the E. or garden front. More to the E. are the ruins of the E.E. *Refectory*, consisting of the walls and a picturesque gable. This is built on a slope, and beneath it is a vaulted crypt, the three chambers of which may have been the *Day Room*, the *Monks' Parlour*, and the *Scriptorium* (with three central pillars). The *Abbey Church* seems to have been a large edifice, extending W. from the N. side of the Abbot's Lodge (see above) for a distance of 315 ft. This area is now occupied by the garden (fine yew hedge), and the remains of the church are scanty. The high-altar was erected on the actual spot where Harold's body was found. — The famous 'Roll of Battle Abbey' was probably not meant (as was assumed) to be a list of the individual Norman nobles who came over with the Conqueror but merely to enumerate the family surnames. It seems to have been compiled in the 14th cent. and certainly contained many names of later settlement. The original document was probably burned at Cowdray in 1793 (see p. 63).

A visit to Battle Abbey may be combined (on Tues.) with a visit to Normanhurst, the residence of Earl Brassey, 2½ m. W. The modern mansion, in the French style of the 14th cent., is not shown, but the fine park is open to visitors on Tues. afternoons (adm. 6*d*.). Public conveyances, generally in waiting at Battle Abbey, charge 2/ for the drive there and back.

At *Sedlescombe*, a village 3 m. N.W. of Battle, is the Brabazon Art Museum (adm. 10–dusk, Sun. 2–dusk) containing an important collection of *Water Colours by H. B. Brabazon (1821–1906), who resided

at *Oaklands*, an adjacent mansion designed by Decimus Burton. The museum is housed in a fine old tithe-barn and includes old Sussex iron-work, etc.

At (57½ m.) *Crowhurst Junction* the direct trains to *Bexhill-on-Sea* (4½ m.; p. 42) diverge to the right, viâ *Sidley*. Crowhurst has a churchyard yew 37 ft. in girth and the remains of a small E.E. manor-house (c. 1250). 60½ m. *West St. Leonards*. 61½ m. *St. Leonards* (*Warrior Square*), see below.

62 m. **HASTINGS** and the contiguous **St. Leonards** (on the W.), well found and comfortable sea-bathing resorts with a genial winter climate, form practically a single town (61,145 inhab.), which extends some way up the hills behind its sea front of 3 m., with the ruined castle as a picturesque feature. Hastings is one of the Cinque Ports (p. 23), though its harbour has almost disappeared before the encroachments of the sea. The Battle of Hastings (1066) was fought about 7 m. N.W. (comp. p. 39).

Railway Stations. *Hastings Central* (Rfmts.), at the end of Havelock Road, belongs to the S.E. & C.R. but is used also by the L.B. & S.C.R.; *St. Leonards, Warrior Square*, at the end of King's Road, also used by both companies; *West St. Leonards* (S.E. & C.R.) and *West Marina* (L.B. & S.C.R.), at the W. end of the double town.

Hotels. At Hastings: Queen's, Carlisle Parade, R. from 4/, L. 3/, D. 5/; Palace, closed at present; Albany, Robertson Terrace, R. from 5/, D. 5/, pens. from 84/; Castle, Wellington Sq.; Chatsworth, private, Carlisle Parade. — At St. Leonards: Royal Victoria, Marina, opposite the pier; Eversfield; Alexandra; Drayton House; Menlow Private, these four in Eversfield Place, close to the sea; Sussex, Edinburgh, Warrior House, Wilton House, Cromwell, Stafford House, Greeba, and many other private hotels in Warrior Sq. and elsewhere (from about 7/ per day). — *Boarding Houses* and *Private Lodgings* abundant.

Restaurants. At the *Queen's* and other hotels; *Grand*, opposite Hastings Pier; *Addison*, 43 Marina; *Tea Rooms*, on the Hastings Pier.

Baths. *White Rock Baths*, Hastings, with large swimming-basin; *Royal Baths*, St. Leonards. — Sea Bathing at points indicated by notice-boards (machine 6*d.*).

Post Offices in Queen's Road, Hastings, and opposite St. Leonards Pier.

Cabs. First-class cabs for 2 pers. 1/ per mile, 3 pers. 1/6, 4 pers. 2/, each ½ m. addit. 6*d.* to 9*d.*; per hr., 2 pers. 2/6, 3–4 pers. 3/, each ½ hr. addit. 8*d.* and 9*d.* — Each article of luggage carried outside 2*d.*

Electric Tramways. From the Albert Memorial: 1. To (5½ m.) *Bexhill* (p. 42; 5*d.*) and (8 m.) *Cooden* (p. 42; 6*d.*) along the sea-front; 2. To *St. Helen's* viâ Ore (3*d.*); 3. To *Hollington* viâ Silverhill (2*d.*); 4. *Circular Route*, with good views from the ridge behind the twin towns (9 m., in 1 hr.; 6*d.*); etc. — Excursion Brakes, see p. 41. — Motor Omnibus to *Maidstone*. — Excursion Steamers ply to *Brighton, Dover, Eastbourne*, etc.

Amusements. *Gaiety Theatre*, Queen's Road (6*d.*–4/); *Pier Pavilions* (concerts and varieties). — *Bands* daily in the stand at the shore-end of Hastings Pier. — Boats, 2/6 per hr., each addit. ½ hr. 1/; *Sailing Boats* or *Motor Launches* from 5/ per hr.; trip in *Sailing* or *Motor Yacht*, 1/. — *Golf* and *Lawn Tennis* are both provided for. *Cricket Week* in August.

St. Leonards and the W. end of Hastings, with their rows of substantial residences and boarding-houses, have little of special interest, apart from the fine Esplanade (3 m. long) and the two piers: the *Promenade Pier* (900 ft. long; adm. 2*d.*) at Hastings and (farther W.) *St. Leonards Pier* (950 ft.; adm. 2*d.*). The *Albert Memorial*, a clock-tower to the S. of Hastings

station, is the chief tramway centre ; the *Brassey Institute* in Clarcmont, a little to the W., contains the library and the muscum (frce) ; and a little inland, N.E. of the station, is the pleasantly wooded *Alexandra Park* (100 acres).

The E. end of Hastings, the old fishing-port, between the W. Hill and the E. Hill, is more interesting. On the *West Hill* (lift from George St. ; 1*d.*) are the scanty ruins of the Norman and E.E. *Castle* (adm. 9–dusk ; 3*d.*), possibly founded by William the Conqueror, commanding a *View westwards to Eastbourne and Beachy Head.

St. Clement's Caves (open 10–dusk ; adm. 6*d.*), excavated in the E. slope of West Hill, are of little interest. They are said to have been used by smugglers.

The Perp. church of *St. Clement*, near the S. end of High St., contains two brasses (1563 and 1601). At the other end of High St. is the Rom. Cath. church of *St. Mary Star of the Sea*, built mainly by the poet Coventry Patmore. To the E. of it is *All Saints*, another Perp. church, at which Titus Oates (baptized here in 1660 ; comp. p. 354) was for a short time curate under his father (rector 1660–90). At the foot of High St. and All Saints St. are the *Fish Market* and the fishing beach.

The *East Hill* (250 ft. ; lift from Rock a Nore Road, 2*d.*), on which are traces of an old entrenchment, commands a good view, including (in clear weather) the coast of Picardy.

The most attractive short walk from Hastings is that from the East Hill along the cliffs to (½ m.) *Ecclesbourne Glen* and (1½ m.) **Fairlight Glen*, where the cliffs rise to a height of 400 ft. and the luxuriant trees descend almost to the sea. On the E. side of the glen is the *Lovers' Seat* (370 ft. ; view). At the head of the glen, ⅓ m. from the sea, is the *Dripping Well*, whence we may go on past *Fairlight Place* to (½ m.) the road and return to (2 m.) Hastings viâ the suburb of *Ore*, high up on St. Helen's Down (excursion-brake to Fairlight Glen and back 1/6).

Motor Brakes or *Horse Coaches* ply in summer on Mon. and Thurs. to (13 m.) *Bodiam Castle* (p. 38 ; return-fare 3/–4/) viâ (6 m.) *Sedlescombe* (p. 39 ; for the Brabazon Gallery), sometimes returning viâ *Northiam* and *Brede* (p. 38) ; and on Tues. to (7 m.) *Battle* (p. 39), (9 m.) *Normanhurst* (p. 39), and (10 m.) *Ashburnham* (fare 4/). Ashburnham Church (1665) contains interesting banners, armour, and altar-tombs. In *Ashburnham Place* (no adm.), the seat of the Earl of Ashburnham, are preserved the shirt in which Charles I was executed and other relics. — Other interesting points easily accessible by carriage, motor-car, or railway are *Hurstmonceux* (p. 43) and *Pevensey* (p. 42 ; coach 3/), *Crowhurst* (p. 40), *Eastbourne* (p. 52), *Winchelsea* and *Rye* (see below and p. 42 ; coach 3/), *Folkestone* (p. 14 ; coach 8/), *Hawkhurst* (p. 12 ; coach 4/), *Brighton* (p. 46 ; coach 8/), and *Tunbridge Wells* (p. 36 ; coach 6/).

From Hastings to Winchelsea, Rye, and Ashford, 26 m., S.E. & C.R. in 1 hr. (4/6, 2/10, 2/2½ ; to Winchelsea 1/6, 11*d.*, 9*d.*, to Rye 1/10, 1/2, 11*d.*). The trains start from the Central Station and stop at (¾ m.) *Ore*. — 9 m. Winchelsea (*New Inn*, pens. from 12/6), one of the two 'Ancient Towns' added to the Cinque Ports (p. 23 ; possibly by the Conqueror himself), lies on a knoll, rising over the marshes and the river *Brede*, fully a mile from the station. The original town and harbour were destroyed by the encroachments of the sea, and this 'new' Winchelsea was founded by Edward I at the close of the 13th century. It has long since sunk to the dimensions of a village but still retains edifices that "plead haughtily for honours gone." The **Church*, originally dedicated to St. Thomas Becket and occupying one of the 'squares' laid out by Edward I, is the most important Dec. building in Sussex (c. 1300–25), though the nave has vanished or was never built. It contains beautiful sedilia and some very fine tombs of the Alards, 'England's first admirals' (14th cent.). Part of the window-tracery

is of the so-called ' Kentish ' pattern. John Wesley is said to have preached his last open-air sermon under an ash-tree on the W. side of the churchyard (Oct. 7th, 1790). The grounds of *The Grey Friars*, a little S.E. of the church, contain the ruined chapel of a Franciscan monastery (early 14th cent. ; open to the public on Mon., 10–5, adm. 6*d*.). *Pipe Well* or *Land Gate*, *Strand Gate*, and *New Gate* are relics of the wall that once surrounded Winchelsea ; the last now stands in the open fields. — About 1½ m. W. of Winchelsea is *Icklesham*, with an exceptionally interesting Norman church (chancel Transitional). On the flat coast, halfway between Winchelsea and Rye, is *Camber Castle*, one of Henry VIII's coast-defences.

11 m. **Rye** (*George* ; *Mermaid*, a private hotel, connected with which is a club ; *Old Flushing Inn*, Market St., also connected with a club ; *Dormy House*, private residential club for golfers, near the Land Gate), the quaint and picturesque companion ' Ancient Town ' of Winchelsea (p. 41), stands also on an isolated hill, looking over the salt-marshes towards its neighbour. Like Winchelsea it has lost most of its former importance through the advance of the coast-line, but it keeps part of its trade and is in summer frequented by many golfing and other visitors. It was twice burned down by the French (1377 and 1448), and many of its inhabitants still bear the names of the Huguenot fugitives it gave harbour to. John Fletcher, the dramatist, was born here in 1579, and Henry James (1843–1916) had a house here from 1898 to 1916 (top of West St., opp. W. end of St. Mary's). On the London road, ¼ m. from the rail. station, is the *Land Gate*, the last of three in the wall erected by Edward III. On the top of the hill (conveniently reached by a flight of steps from Fisbmarket Road) is the turreted *Ypres Tower* (locally pronounced ' Wipers,' a form lately made familiar through our soldiers in Flanders), said to have been erected in the 12th cent. by William of Ypres, Earl of Kent. A little N.W. is the large church of *St. Mary*, a Norman and E.E. structure with Dec. and Perp. windows and good flying buttresses. The mahogany altar-table is alleged (wrongly) to have been made with wood from the Armada. The pendulum of the great clock swings inside the church. Just S. of the church is a small *Carmelite Chapel* (Dec. ; restored). In the High St. is *Pocock's School* (1636), where Thackeray's ' Denis Duval' was a pupil. The *Church House* in Conduit Hill, which diverges from High St., was originally part of a late-Dec. Augustine Friary. In the romantic Mermaid St., near the W. end of High St., is the *Mermaid Inn* (see above), dating from the 16th century. — The famous golf-links of Rye are at (1½ m.) *Rye Harbour* or *Camber* (Royal William Hotel), at the mouth of the *Rother*, reached by a steam-tramway (2*d*.). Coaches run to (10 m.) *Tenterden* (p. 38), *Northiam* (p. 38), and other points. — Beyond Rye the railway crosses the fertile pastures of *Romney Marsh*. 18 m. *Appledore* (the name of which has been connected with ' polder,' i.e. land reclaimed from the sea) has a fine Dec. and Perp. church and is the junction of a branch-line to (6½ m.) *Lydd*, with the ' cathedral of Romney Marsh ' (E.E. and Dec.). The explosive lyddite takes its name from its development at the experimental ranges here. Lydd, in its turn, is the junction of short lines to (4 m.) *Dungeness* (with its lighthouse) and to (3½ m.) *New Romney* (New Inn ; Ship), one of the original Cinque Ports (p. 23), with a good church (Norman and E.E.). Adjacent is the bathing and golfing resort of *Littlestone-on-Sea* (Grand ; Station). *Old Romney*, 2 m. W., has a Dec. and Perp. church. A motor-omnibus plies in summer from New Romney via (4 m.) *Dymchurch* (near which is a sea-wall, 3 m. long, protecting the marshes from inundation) to *Hythe* (9 m. ; p. 13). — Beyond Appledore we cross the *Royal Military Canal* (p. 13). 21 m. *Ham Street & Orlestone*. — 26 m. *Ashford*, see p. 13.

From Hastings to Brighton, 35 m., L.B. & S.C.R. in 1¼–1¾ hr. (5/4, 2/10). This line at first follows the coast, passing many martello towers. — 4¾ m. **Bexhill-on-Sea** (*Rfmts.* ; *Sackville* ; *Granville* ; *Devonshire* ; *Bell*, ½ m. inland ; *Riposo*, near the golf links, R. from 3/6, L. 3/, D. 4/6 ; *Normanhurst*, *Glyne Hall*, and many other private hotels), a seaside resort with an esplanade, a pavilion or casino, an entertainment colonnade, Egerton Park, and two golf-courses. The church of *St. Peter* at Old Bexhill dates back to 1070. The *Manor House* was once a residence of the Bps. of Chichester. Electric tramway to (5½ m.) *Hastings* (p. 40) and to (2½ m.) *Cooden* (golf-course). Railway to London via *Battle*, see p. 40. — 11 m. *Pevensey & Westham* (Royal Oak ;

Pevensey Bay Hotel), on Pevensey Bay, the accepted landing-place of William the Conqueror in 1066. About ½ m. N.W. of the rail. station, between *Westham Church* (W.; Norman and Perp.) and *Pevensey Church* (E.; E.E.), is ***Pevensey Castle** (open free on week-days), a late-Norman structure of the 12th century. It stands in the S.E. angle of an enclosure of about ten acres, surrounded by a Roman wall, strengthened by round towers and still at places 20 ft. high. This has been identified with the Roman *Anderida*, one of the great fortresses of the 'Saxon Shore,' which was taken in 491 by the Saxons, who "slew all that dwelt therein, nor was there one Briton left." The *Mint House* (now a shop) at Pevensey is said to be nearly 600 years old (interior altered in the 16th cent.). A little over 4 m. N. of Pevensey (and not quite so far from Hailsham, p. 38) stands ***Hurstmonceux Castle** (shown from April to Oct. on Wed., 12–2; adm. 1/, for a large party 6*d.* each), an extraordinarily interesting and picturesque fortified mansion of 1440, recently restored and enlarged by Col. Claude Lowther. The castle, upwards of 200 ft. square, is of red brick; its most beautiful single feature is the main (S.) gatehouse. *Hurstmonceux Church* (Trans.), ¼ m. S.W., contains a magnificent early 16th cent. monument (Lord Dacre) and the fine brass of Wm. ffiennes (d. 1402). — 14½ m. *Polegate Junction* and thence to (26 m.) *Lewes* (p. 50), see pp. 52, 51. Beyond (30½ m.) *Falmer* and its tunnel, to the right, lies *Stanmer* (Earl of Chichester), with fine beech-trees. To the left, as we approach Brighton, are the large *Preston Cavalry Barracks*. 33½ m. *London Road*. We then cross a long and lofty viaduct and reach (35 m.) *Brighton* (*Central Station*; p. 46).

7. FROM LONDON TO BRIGHTON.

51 m. L.B. & S.C.R. from *London Bridge*, *Victoria*, and *Clapham Junction* in 1¼–2 hrs. (8/6, 4/2½). The 'Southern Belle,' a train with Pullman cars only, plies (at present on Sun. only) to Brighton and back (day-return 12*s*). The *Coaches* to Brighton have been discontinued for the present. For the first 30 m. this line is in *Surrey* (p. 53), thereafter in *Sussex* (p. 36).

There are alternative railway routes to Brighton viâ *Oxted*, *East Grinstead*, *Horsted Keynes*, and *Lewes* (comp. pp. 44, 38, and above; 67¼ m. in c. 3 hrs.) and viâ *Dorking* and *Horsham* (comp. p. 62).

Motor Route to Brighton (52 m.) and Newhaven (61 m.). We leave London by the Clapham Road (G 42, 43) and run viâ *Stockwell*, *Clapham*, and *Balham*. — 8 m. *Mitcham* (p. 61). — 3 m. *Sutton* (p. 61). — 4 m. *Burgh Heath*. — 6 m. **Reigate** (p. 53). — 9 m. *Crawley* (p. 45). — 4 m. *Handcross*. — 18 m. **Brighton** (p. 46). — 4 m. *Rottingdean* (p. 49). — 5 m. **Newhaven** (p. 51).

The lines from London Bridge and from Victoria, after each traversing a suburban district (comp. the *Blue Guide to London*), unite at (10¼ m.) *East Croydon* (Rfmts.), the chief (400 trains daily) of several stations (West Croydon, South Croydon, etc.) serving **Croydon** (*Greyhound*; *King's Arms*; *Shirley Park*, private, 2 m. from the centre), a county borough (169,551 inhab.), now virtually absorbed in Greater London. The chapel (late 15th cent.) and hall of the *Old Palace* of the Archbishops of Canterbury (14–16th cent.), believed to have been founded by Abp. Lanfranc in the 11th cent., are shown (fee 6*d.*) on Wed., 2.30–5, and Sat., 10–12. John S. Copley (1737–1815), the painter, is buried in the church of *St. John Baptist* (15th cent. tower), which contains the monuments of Abp. Whitgift (d. 1604) and Abp. Sheldon (d. 1677). At the corner of North End and George St. are the red brick quadrangles of **Whitgift Hospital*, founded by the archbishop in 1596; just N. of it is his *Grammar School*, now in a large modern building.

About 2 m. E. of *Coombe Lane*, the rail. station at the S.E. angle of Croydon, lies *Addington Park*, the summer-residence of the Abps. of Canterbury from 1808 to 1897. The chancel of *Addington Church* retains some Norman work. Four recent archbishops are interred in the churchyard. — *West Wickham*, 1½ m. N.E. of Addington (on the branch-line from *Elmer's End* to *Hayes*, p. 15), has another interesting church (15th cent.). *Wickham Court* (¾ m. S.) dates in part from the reign of Edward IV (1461–83). — About 4 m. S.W. of Croydon, near *Woodmansterne*, is the *Oaks*, a red brick mansion, which gave name to the Oaks Stakes at Epsom, founded by the 12th Earl of Derby in 1779. It is now an epileptic asylum.

From East Croydon (London) to Tunbridge Wells, 27¼ m. in 1–1¼ hr. (4/8, 2/3½), passing through delightful country. 1 m. *South Croydon*. 5 m. *Upper Warlingham* has a 13th cent. church (1½ m. E. of the station). Beyond (6¾ m.) *Woldingham* we thread a long tunnel. — 10 m. **Oxted** (*Hoskins Arms*), to the W. of the railway, is the station also for *Limpsfield*, an attractive village on the other side of the line, lying under a picturesque common. The large red building on the hill is a School for Missionaries' Children. A branch-line runs from Oxted to (10 m.) *East Grinstead* (p. 38) viâ (6 m.) *Lingfield*, with a racecourse and a large collegiate church (rebuilt in the 15th cent.), containing carved stalls and brasses, and (8 m.) *Dormans* (Dormans Park Hotel, pens. 14/6). — Beyond Oxted we enter Kent and pass under the S.E. & C.R. line from Tonbridge to Redhill. 15½ m. *Edenbridge Town* (½ m. from the station mentioned on p. 45). — In the church of (17¼ m.) *Hever* (Henry VIII Inn), on the *Eden*, is the tomb of Sir Thomas Boleyn (d. 1539), father of Anne. In the valley, 1 m. E. of the station, is *Hever Castle* (Viscount Astor), the castellated mansion of the Boleyn family (15th cent.), interesting for its associations with Anne Boleyn (perhaps born here) and Henry VIII, who afterwards granted it to Anne of Cleves. Visitors are admitted by special permission only. — 22 m. *Ashurst*. 24½ m. *Groombridge* (p. 37). — 27¼ m. *Tunbridge Wells* (p. 36).

Our line runs parallel with the S.E. & C.R. (comp. p. 53) from Croydon to Redhill (p. 45), and passes several large orphanages and asylums. — 11½ m. *South Croydon*. To the left, at *Purley Bury*, lived John Horne Tooke's benefactor William Tooke, whose name he adopted and whose home he immortalized in the 'Diversions of Purley' (1786). — 12½ m. *Purley Oaks*. — 13½ m. *Purley* (Rfmts.; Foxley Hall Hotel) is the junction of lines to (r.; 8 m.) *Tattenham Corner* (on *Epsom Downs*), viâ *Chipstead*, and to (l.; 4½ m.) *Caterham* (Railway Hotel), with barracks and a large lunatic asylum. — 14½ m. *Coulsdon & Smitham Downs* (Ashdown Park Hotel).

The church of *Chaldon*, high up on the chalk downs (2¼ m.), contains a large and remarkable tempera painting of the 'Ladder of Human Salvation' (ascribed to the end of the 12th cent.; key at the rectory).

To the left is *Farthing Down*, with its barrows. The line now passes through *Merstham Tunnel* (1820 yds. long) below the *North Downs*, which separate the London basin from the wealds of Kent and Sussex. *Merstham* (Feathers), at the S. end of the tunnel, is a station on the S.E. & C.R. only (p. 53).

To the right of the line lies (1½ m.) Gatton, a village formerly notorious as a 'rotten borough,' returning two members of parliament with a constituency represented in 1542 by Sir Roger Copley, the only burgess, and apparently never having as many as a dozen voters. **Gatton Park*, which covers almost the whole parish, is finely wooded and is traversed by the ancient 'Pilgrims' Way' (comp. p. 16). The house contains a large hall with Italian marble floors and panelling and frescoes by Severn (visitors usually admitted on week-days, 10–12 and 2–4, by order obtained at the Estate Office, near the churchyard). The many masterpieces by modern painters are not shown. *Gatton Church*, adjoining, contains exquisite wood-carvings from Belgium and Nuremberg, stained glass from Aerschot (near Louvain), and other Continental details

which, though beautiful in themselves, seem a little strange in this setting. Opposite the house is the quaint and tiny old *Town Hall.*

21 m. **Redhill** (*Rfmts.*; *Laker's Hotel*; *Warwick Arms*; *Mutton's Temperance Hotel*), an important railway junction, with 18,000 inhab., is topographically an eastern extension of Reigate (comp. p. 53).

It should be noted that the L.B. & S.C.R. express trains avoid Redhill by a loop-line, rejoining the main track at Earlswood (see below).

From Redhill to Tonbridge, 19½ m., S.E. & C.R. in ½–¾ hr. (3/4, 1/7½). — 2 m. *Nutfield* (Crown), with beds of fuller's earth. *Bletchingley* (White Hart), 1½ m. N.E., has an interesting church (12–15th cent.). To the N. of this village are a fine half-timbered gatehouse of the 15th cent. (now a farmhouse) and *Pendell Court*, a gabled mansion of 1624. — 5½ m. *Godstone*, 2½ m. N., with a quaint old inn (Clayton Arms); 10½ m. *Edenbridge* (Crown; Albion), comp. p. 44. — 15½ m. *Penshurst.* The village (Leicester Arms) lies 2 m. S. of the station. ***Penshurst Place**, close by, the grand old mansion of Lord de L'Isle & Dudley, is open to visitors on week-days (except Wed., Sat., and bank holidays) from 2 to 5 (adm. 1/; tickets at the Post Office or Leicester Arms). The house is of various dates, but the characteristic feature is the fine hall of c. 1340–50, 64 ft. in length, with its open timber roof, 'Kentish' tracery, and central hearth. For two hundred years Penshurst was in the possession of the Sidneys, and the most generally interesting of its contents are probably the portraits of that distinguished family, including those of Sir Philip Siduey (born here in 1554) and Algernon Sidney. An avenue in the beautiful park (350 acres) is named 'Sacharissa's Walk' from Lady Dorothy Sidney, the 'Sacharissa' of Waller. *Chiddingstone* (Castle Inn), 2 m. N.W. of Penshurst, with its half-timbered houses and so-called 'Chiding Stone,' is one of the most picturesque villages in Kent. Walkers may go on thence to *Hever* (p. 44), 1½ m. W. — 19½ m. *Tonbridge*, see p. 12.

From Redhill to *Dorking*, *Guildford*, and *Reading*, see Rte. 10.

21½ m. *Earlswood* is best known for its large *Institution for Mental Defectives* (to the left, beyond the station). Beyond (25½ m.) *Horley* we pass a station for the racecourse of *Gatwick*, which is seen on the right.

29 m. *Three Bridges* (Rfmts.), the first station in Sussex, is the junction of branch-lines to *Horsham* (8½ m.; p. 62) on the W. and to *East Grinstead* (6½ m.; p. 38) on the E.

The small church of *Worth*, 1¼ m. S.E., is of high interest for its perfect Saxon ground-plan and its Saxon work (prob. 11th cent.). The forest of Worth is full of picturesque points. — *Crawley* (George), the first station on the Horsham branch, is a well-known stage on the Brighton road (p. 43).

We traverse part of *Tilgate Forest* and thread a tunnel (¾ m. long). — About 4 m. S.W. of (34 m.) *Balcombe* is *Slaugham*, with a restored, mainly Dec. church (brasses) and the ruins of the Jacobean mansion of the Covert family. We cross the valley of the *Ouse* (here a very small stream) by a lofty viaduct with 37 arches. To the left is *Ardingly College*, one of a group of Church of England schools, including Lancing (p. 50), Hurstpierpoint (p. 46), Ardingly, and a girls' school at Bognor (p. 64). — 38 m. *Hayward's Heath* (Station Hotel), the junction of a branch-line to (5 m.) *Horsted Keynes* (p. 38) and of another to *Lewes* (Newhaven, Eastbourne; see p. 50), which actually diverges beyond (40½ m.) *Wivelsfield.*

About 2 m. W. of Hayward's Heath (omn. 6*d.*) lies *Cuckfield* (King's Head), on the Southern Forest Ridge (fine view). *Cuckfield Place* is a fine Elizabethan mansion described in Harrison Ainsworth's 'Rookwood,' though the 'Rookwood' of the tale is located in Yorkshire.

41½ m. *Burgess Hill* (Frankland's Park Hotel); 43½ m. *Hassocks* (Rfmts.; Clayton Park Hotel). To the left (E.) rises *Ditchling Beacon* (813 ft.; * View), one of the *South Downs*, crowned with a British entrenchment.

Hurstpierpoint, 1½ m. W. of Hassocks, has a large boys' school and a modern church with two old monuments. To the S. rises *Wolstanbury Beacon* (677 ft.; view), with a circular entrenchment, occupied by the Romans but probably of earlier origin.

The line now threads the *Clayton Tunnel* (1¼ m.), penetrating the South Downs (p. 49). 49½ m. *Preston Park* (see below).

51 m. **BRIGHTON** is the largest and most widely known seaside resort in England, disputing with Scarborough the title of 'queen of watering-places.' Though it is a large and populous coast-town (173,410 inhab., incl. Hove) its interests are not maritime; it has no harbour and its prosperity is due to the residents, and still more perhaps to the crowds of temporary visitors, who are attracted by its bright and bracing air and its wide sea-views, as well as by the abundant arrangements for their comfort and amusement. The town, situated on the shallow bay between Beachy Head (E.) and Selsey Bill (W.), stretches inland for 2 m. on the seaward slope of the South Downs, while its sea-front, from Hove (an independent borough) to Kemp Town, is nearly 4 m. long.

Railway Stations. *Central Station* (Pl. A 4, 5; Rfmts.), at the N. end of Queen's Road, for all trains; *Kemp Town* (Pl. C 8; p. 48), for the E. end of the town; *Hove* (½ m. W. of Pl. A 1; p. 48), for the W. end; *Preston Park* (¾ m. N. of Pl. A 1; see above), for the N. side of the town; *Lewes Road* (½ m. N. of Pl. A 6, 7); *London Road* (½ m. N. of Pl. A 5). All these are connected with the Central Station, from which rail motors run to Kemp Town viâ London Road and Lewes Road.

Hotels (all on or near the Sea Front). To the W. of West St. (Pl. C, D 4): Grand (Pl. D 4), with orchestra and lounge; Métropole (Pl. D 4), with orchestra and winter-garden; Norfolk (Pl. D 2); Bedford (Pl. D 3); Sillwood Hall (Pl. C 3), with garden; King's (Pl. D 3), R. from 6/, L. 3/6, D. 5/; Salisbury (Pl. D 3); Curzon (Pl. C 3), Cavendish Place, R. from 5/, D. 5/; Princes (W. of Pl. D 1), Queen's Gardens; Dudley (Pl. C, D 1), Lansdowne Place; Alexandra (Pl. D 1), Brunswick Terrace, these three in Hove.

To the E. of West St.: Old Ship (Pl. D 5); Royal York (Pl. D 6), R. from 4/6, L. 4/, D. 5/; Royal Albion (Pl. D 6), R. from 8/6, L. 5/, D. 7/; Queen's (Pl. D 5); Lion Mansion (Pl. D 6); New Ship (Pl. D 5), Ship St.; Albemarle (Pl. D 6), pens. from 9/; Chatfield's (Pl. D 4), commercial; Royal Crescent (Pl. D 8), R. from 6/6, L. 3/6, D. 6/, Bristol (beyond Pl. D 8), Court Royal (beyond Pl. D 8), these in Kemp Town.

There are innumerable *Private Hotels* (from 7/6 per day) and *Boarding Houses* (from 5/6).

Restaurants at the chief hotels. Also, *Sweeting's Grill Rooms*, West St. (Victoria Hotel); *Chatfield's*, next door; *Booth*, *Café Royal*, 69 and 62 East St.; *Sherry's*, West St., a large establishment, with a dancing-floor: *Mutton's*, 82 King's Road, D. 2/6; *Cairo*, 168 North St.; *Savoy*, 74 King's Road; *St. James's*, Steine St. — Tea Rooms and Confectioners: *Booth*, see above; *Clark's Bread Co.*, 162 North St.; *King's Lounge*, 54 King's Road; *Lyons*, 14 North St. and 72 Western Road; *Fuller*, 14½ East St.

Baths. *Brill's Baths*, 76 East St.; *Turkish Baths*, at the Hôtel Métropole (see above; 5/); *Hove Baths*, King's Esplanade (1/), with separate swimming basin for ladies, Turkish baths, etc.; *Corporation Swimming Bath*, North Road (3d.). — *Bathing Machines* at various parts of the beach (1–2 pers. 1/). Free public stations (indicated by notice-boards) may be used without machine before 9 a.m. and after

6.30 p.m.; and there is an all-day free bathing station by the Madeira Drive. The beach is stony, but a strip of sand is revealed at low tide. Swimmers may bathe from the pier-heads.

Post Office (Pl. C 5), Ship St. — *Official Enquiry Bureau*, at the foot of West St. (Pl. D 4).

Cabs. *First Class* (1–4 pers.), 1/ for the first mile, 6*d.* for each addit. ½ m.; 3/ for the first hr., 1/6 each addit. ½ hr. *Second Class* (1–2 pers.), 1/ (for 1½ m.), 4*d.*, 2/6, 1/. — Motor Cabs 1/ for the first mile and 3*d.* for each addit. ¼ m. — Fare-and-a-half between midnight and 2 a.m., double fare 2–6 a.m. — Each article carried outside 3*d.*

Electric Tramways from the *Aquarium Terminus* (Pl. D 6): S. To the *Central Station* (1*d.*); B. By Beaconsfield Road to *Preston Park* (1½*d.*); D. By Ditchling Road to *Hollingbury Park* and *Municipal Golf Links* (1½*d.*); L. By *Lewes Road* to Preston Barracks (1½*d.*); N. To *Dyke Road* (2*d.*; to within 3¼ m. of Devil's Dyke); E or Q. By Elm Grove to *Race Hill* or *Queen's Park* (2*d.*). *Tourist Cars*, leaving the Aquarium at 11 a.m. and 2.45 p.m., make a circular tour of 9 m. through Brighton and over the Downs, with guide (2 hrs.; fare 1/, children 6*d.*). — Volk's Electric Railway along the beach from the Aquarium to *Kemp Town* (Paston Place) and *Black Rock* (2½*d.*; return 4*d.*). — Motor Omnibuses ply to *Hove* (2*d.*), *Kemp Town* (2*d.*), *Portslade* (4½*d.*), *Rottingdean* (8*d.*), *Worthing* (1/8), *Lewes* (9*d.*), *Shoreham* (1/), *Newhaven* (1/6), *Seaford* (2/), etc. — Motor Excursion Cars, see p. 49. — Excursion Steamers ply in summer to various points on the S. coast and Isle of Wight and to Boulogne, Dieppe, and Calais.

Amusements. *Theatre Royal* (Pl. C 5), New Road; *West Pier Theatre* (Pl. D 3); *Palace Pier Theatre*, at the end of the Palace Pier (Pl. D 6); *Grand Theatre* (Pl. B 5), North Road; *Aquarium* (p. 48); *Hippodrome* (varieties), Middle St. — Concerts in the Pavilion (p. 48) and the Dome (p. 48).

Boats. *Sailing Boats* 5/–10/ per hr.; *Motor Boats* 5/ per hr.; *Rowing Boats* 2/6 per hr. Boatman obligatory. Sailing parties 1/ each passenger, rowing parties 9*d.* — *Public Lawn Tennis Courts* in Hove Recreation Ground, Preston Park, Queen's Park, Blaker Recreation Grounds, etc. (3*d.* to 6*d.*). — *Golf* is played on the Downs (4 courses) and at Hollinghury Park (municipal links, 1/6 per day). — *Sussex County Cricket Ground* (W. of Pl. B 1), at Hove. — *Brighton Races* on White Hawk Down (June and Aug.). — *Hunting.* Good packs of Foxhounds, Staghounds, Harriers, and Beagles within easy reach of Brighton. — *Flying Exhibitions* in the season from Volk's Seaplane Station.

History. Brighton is mentioned in Domesday Book under the name of *Brighthelmston* or *Brithelmeston*, after a more or less mythical Bishop of Selsey; and the fishing-village of Domesday seems to have remained a fishing-village for about seven centuries. The one gleam of interest in its history is that Charles II spent a night here before his escape to France in 1651 (comp. p. 49). The foundation of its modern prosperity was laid in the middle of the 18th cent. by Dr. Richard Russell of Lewes, who strongly recommended its hracing air and sea-hathing. Miss Burney, Mrs. Thrale, and Dr. Johnson were among the early visitors (1770); and a decisive cachet of fashion was added when George IV, then Prince of Wales, huilt the Pavilion and came to live here in 1784. Since then its growth has heen very rapid. It is still 'fashionahle,' though not exclusively so; and its modern catholicity in summer is well summarized in its sobriquet of 'London by the Sea.' Herbert Spencer spent his closing years hcre and died at 5 Percival Terrace (½ m. E. of Pl. D 8) in 1903 (tahlet on the railings opposite). — Macaulay, Horace Smith, Thackeray, Dickens, William Black, and Conan Doyle are among the many authors who have given Brighton a place in their pages. — Mrs. Pipchin's infantine hoarding-house was in a steep hy-street, but Dr. Blimber's was a mighty fine house fronting the sea.

From the *Central Station* (Pl. A 4, 5) we descend due S., viâ *Queen's Road* (Pl. B, C 4) and its continuation *West Street* (Pl. C, D 4), to the (⅝ m.) sea front, the chief centre of animation in fine weather. West St. debouches upon *King's Road* (Pl. D 3–5), which forms the W. part of the broad Esplanade

and contains the chief hotels and shops (many of which are branches of London firms). King's Road, passing a *Boer War Monument*, facing the West Pier, and a *Memorial to Edward VII* (Pl. D 2), runs W. to (½ m.) **Hove**, the well-kept lawns of which are seen at their gayest during 'Church Parade' on Sunday. — The *West Pier* (Pl. D 3; adm. 2*d.*), 1100 ft. long, is generally crowded with promenaders in fine weather, especially when the band is playing.

Near the E. end of King's Road is the *Palace Pier* (Pl. D 6; adm. 2*d.*), 1710 ft. long, another popular promenade. Close to its shoreward end is the AQUARIUM (Pl. D 6; adm. 8*d.*), a large but unobtrusive building, more or less sunk below the roadway, with a clock-tower at the entrance.

The tanks and ponds in the interior contain a collection of fishes, sea-lions, and reptiles (fish fed at noon and 3 p.m.). Part of the space is occupied by a winter-garden (occasional concerts). There is also a reading-room. Just E. of the Aquarium was the old *Chain Pier* (1823), swept away by a gale in 1896.

From this point along the cliff to (1 m.) *Kemp Town* or *King's Cliff* stretches the MARINE PARADE (Pl. D 7, 8), the E. limb of the Brighton Esplanade. On the level of the beach is the wide and well-sheltered *Madeira Drive*, bordered by a covered walk ½ m. long. Opposite the *Shelter Hall* (reading-room 1*d.*) there is a lift ascending to the top of the cliff (½*d.*). The squares and crescents of Kemp Town vie with those of Hove. — *Volk's Electric Railway*, see p. 47.

The open garden-space near the shoreward end of the Palace Pier is the *Old Steine* (Pl. C, D 6), believed to take its name from the 'stane' or stone on which the fishermen used to dry their nets. It contains a bronze statue of George IV (by Chantrey; 1828). The Y.M.C.A. building on the W. side of the Steine was the residence of Mrs. Fitzherbert (d. 1837), wife of George IV.

To the N.W. of this (usual entrance in Castle Sq.) is the ROYAL PAVILION (Pl. C 5, 6), a large building in a bastard Oriental style by *Nash*, erected in 1787 for George IV (when Prince of Wales), who frequently resided here. Queen Victoria, however, transferred her seaside home to Osborne (p. 94), and the building was sold to the town of Brighton for about £50,000 (a small fraction of the sums lavished in its erection), and used for meetings, concerts, balls, etc.

The interior, to which visitors are admitted for a small fee, retains many of its original decorations. During the War it was used as a hospital for wounded soldiers.

The former royal stables, to the N., covered with a dome (80 ft. in diameter), have been converted into a concert and ball room, known as the *Dome Assembly Rooms*. — In Church St., immediately adjoining, is the building containing the PUBLIC LIBRARY, MUSEUM, & ART GALLERY (Pl. C 5), built in 1872 and greatly enlarged in 1902.

A special treasure of the **Museum** (open free on week-days, 10–dusk) is the **Willett Collection of English Pottery*, arranged to illustrate the principle that the history of a country may be traced in its native pottery. The museum has an important annexe in the Booth Museum in Dyke Road (⅝ m. beyond Pl. A 3; open as above), devoted to the admirable *Booth*

BRIGHTON
Scale of ¼ Mile
Scale of Metres
0 100 200 300
RAILWAY STATION L.B.&S.C.
Goods Yard
St Peter's Church
St Ann's Well
The Chalybeate
Cemetery
St Nicholas Church
Public Library & Museum
Dome Assembly Rooms
ROYAL PAVILION
Royal Pavilion Parade
Old Steine
Town Hall
St John's Ch.
QUEEN PARK
Lake
The Lawns
THE HOVE
SEA WALL ESPLANADE
Band Stand
Enquiry Office & Shelter
Fish Market
High Water Mark
Low Water Mark
WEST PIER
Concert Hall
Pavilion & Theatre
PALACE PIER
Band Shelter
Winter Garden
ROYAL AQUARIUM
Electric Railway
KING'S ROAD
MARINE PARADE
GRAND JUNCTION ROAD
WESTERN ROAD
EDWARD STREET
NORTH ROAD
QUEEN'S ROAD
WEST HILL ROAD
CLIFTON HILL
VICTORIA ROAD
LANSDOWNE PLACE
BRUNSWICK SQUARE
BRUNSWICK TERRACE
REGENCY SQUARE
Holland Rd Halt
Board Sch.
Girls High School
The Vicarage
Belvedere
Wick Hill
Wick Farm
Gymnasium
Emmanuel Ch.
St Stephens Ch.
Childrens Hosp.
All Saints Ch.
Cong. Cha.
Baptist Cha.
Public Baths
Drill Hall
Grand Theatre
Fire Stn.
Post Office
Water Works
Athenæum
Royal Crescent Hotel
Royal Albion Hotel
Albemarle Hotel
Old Ship Hotel
New Ship Hotel
Grand Hotel
Hotel Metropole
Bedford Hotel
Sussex Hotel
Norfolk Hotel
Queens Hotel
Clarence Hotel
Chatfield's Hotel
Alexandra Hotel
Dudley Hotel
Sillwood Hall
Technical School
Female Home
Free Schools
Public Library
Museum
Art Gallery
Lodge
Board School
Fountain
Pump
Hospital
Theatre Royal
Trinity Ch.
St Paul's Ch.
St Andrew's Ch.
St Margaret's Ch.
St Mary's Ch.
All Souls Ch.
St James's Ch.
St Luke's Ch.
Christ Ch.
Unitarian Ch.
Wesleyan Ch.
Baptist Ch.
Congregational Ch.
Roman Cath. Ch.
Synagogue
Tennis Court
Christian Institute
Bowling Green
Lawn Tennis Ground
Recreation Ground
Cricket Ground
Swimming Baths
Turkish Baths
Pier Entrance
Queen Victoria Drinking Fountain
Queen Victoria Gate
Egremont Gate
Sussex Gate
Brighton Station
Kemp Town Station
Clock Tower
Coastguard
Lifeboat Station
Boat Store
Boat Slip
Bathing Machines
Shelter
Public Conveniences
Sea Wall
Groyne
Pier
Jetty
Slipway
Steps
Ramp
Gate
Bridge
Tunnel
Railway
Tramway
Road
Footpath
Boundary
Building
Open Space
Trees
Contour
Spot Height
Triangulation Station
Benchmark
Grid Reference
Scale
Key
Index
Legend
Title
Author
Publication Info
Copyright
Edition
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Publisher
Printer
Cartographer
Surveyor
Engraver
Lithographer
Colour
Black
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Red
Blue
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Yellow
Brown
Grey
Orange
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Cartographer
Surveyor
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Publication Info
Author
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Key
Scale
Grid Reference
Triangulation Station
Benchmark
Spot Height
Contour
Trees
Open Space
Building
Boundary
Footpath
Road
Tramway
Railway
Tunnel
Bridge
Gate
Ramp
Steps
Slipway
Jetty
Pier
Groyne
Sea Wall
Public Conveniences
Shelter
Lifeboat Station
Coastguard
Clock Tower
Kemp Town Station
Brighton Station
Sussex Gate
Egremont Gate
Queen Victoria Gate
Queen Victoria Drinking Fountain
Pier Entrance
Swimming Baths
Turkish Baths
Lawn Tennis Ground
Recreation Ground
Cricket Ground
Bowling Green
Tennis Court
Christian Institute
Roman Cath. Ch.
Synagogue
Congregational Ch.
Baptist Ch.
Wesleyan Ch.
Unitarian Ch.
Christ Ch.
St James's Ch.
St Mary's Ch.
St Margaret's Ch.
St Andrew's Ch.
St Paul's Ch.
Trinity Ch.
Theatre Royal
Hospital
Museum
Public Library
Public Baths
Fountain
Pump
Lodge
Board School
Technical School
Female Home
Free Schools
Sillwood Hall
Dudley Hotel
Alexandra Hotel
Bedford Hotel
Sussex Hotel
Norfolk Hotel
Queens Hotel
Clarence Hotel
Chatfield's Hotel
Grand Hotel
Hotel Metropole
New Ship Hotel
Old Ship Hotel
Royal Albion Hotel
Albemarle Hotel
Royal Crescent Hotel
Fire Stn.
Post Office
Drill Hall
Grand Theatre
Water Works
Athenæum
Royal Pavilion
Dome Assembly Rooms
Old Steine
Town Hall
St John's Ch.
QUEEN PARK
Lake
The Lawns
THE HOVE
SEA WALL ESPLANADE
Band Stand
Enquiry Office & Shelter
Fish Market
High Water Mark
Low Water Mark
WEST PIER
Concert Hall
Pavilion & Theatre
PALACE PIER
Band Shelter
Winter Garden
ROYAL AQUARIUM
Electric Railway
KING'S ROAD
MARINE PARADE
GRAND JUNCTION ROAD
WESTERN ROAD
EDWARD STREET
NORTH ROAD
QUEEN'S ROAD
WEST HILL ROAD
CLIFTON HILL
VICTORIA ROAD
LANSDOWNE PLACE
BRUNSWICK SQUARE
BRUNSWICK TERRACE
REGENCY SQUARE

Collection of British Birds, in which about 250 species are shown in surroundings illustrating their natural habitat.

The **Art Gallery** (open as the Museum) consists mainly of modern works. Loan exhibitions are held from time to time.

On the hill, at the W. end of Church St., stands the former parish church of *St. Nicholas* (Pl. C 4), founded in the 14th cent. and largely rebuilt in 1853. It contains a Perp. screen (regilt), a quaintly carved Norman font, and a memorial to the Duke of Wellington (W. end of N. aisle). At the chancel end of the N. wall, near what of old was the Thrale pew, is a tablet recording that Dr. Johnson used to worship here. In the churchyard (by the S. wall of the chancel) lies Nicholas Tettersell, captain of the ship that bore Charles II from Shoreham to Fécamp in 1651 (comp. below). — To the E. of Ship St., between Market St. and East St., is the *Town Hall* (Pl. D 5). — The Rom. Cath. church of *St. John the Baptist* (Pl. C 8), in Bristol Road, contains a memorial to Mrs. Fitzherbert (p. 48). The Rev. Frederick W. Robertson (1816–53), incumbent of *Trinity Chapel* (Pl. C 5), in Ship St., from 1847, is buried in the *Extra-Mural Cemetery*, and near him lies Robert Montgomery (1807–55), author of 'Satan,' a poem best known from Macaulay's merciless onslaught in the 'Edinburgh Review.'

Motor tourist coaches and brakes, usually starting near the Aquarium, make morning, afternoon, or all-day excursions to places in the vicinity, including the *Devil's Dyke* (return-fare 1/), *Lewes* (1/), *Newhaven* viâ Rottingdean (1/3), *Seaford* viâ Newhaven (2/; these all daily), *Bramber Castle* and *Poynings* circuit (2/; Mon. and Fri.), *Thakeham Pine Woods* circuit, with halt at *Steyning* (3/; Sat.), *Ashdown Forest* circuit (4/; Sun.), *Littlehampton* and *Arundel Castle* (4/6; Mon. and Thurs.), and many others. — *Rottingdean* (White Horse), 4 m. E. of Brighton (omn. from Old Steine, 8*d*.), at the mouth of a 'dean' or combe in the chalk cliffs, may be reached by walking along the cliff viâ *Roedean*, a well-known school for girls, or across the Downs viâ the village of *Ovingdean* (¼ m. from the edge of the cliffs), with a very early church and the manor-house celebrated by Ainsworth in 'Ovingdean Grange' (now a boys' school). Rottingdean church contains windows by Sir E. Burne-Jones (d. 1898), who is buried in the picturesque churchyard, at the S.W. corner of the church. Close by is the grave of William Black (d. 1898). Rudyard Kipling lived for a time at 'The Elms,' opposite the church, and North End House, Burne-Jones's residence, is a little farther back. — The ***Devil's Dyke** is a deep and narrow hollow in the South Downs, 5½ m. N.W. of Brighton (train from the Central Station in 20 min.; excursion brake, see above). The top of the dyke hill (697 ft.; *Dyke Hotel*) affords an extensive *View of the Weald of Sussex, Brighton, the sea, and the North Downs. The entrenchment here is doubtless of British origin. Among the numerous villages in sight is *Poynings*, immediately below us (N.), with an interesting old church in the form of a Greek cross (early Perp.). — The Devil's Dyke is a good starting-point for walks on the breezy **South Downs**, the springy turf and open views of which are a joy to the pedestrian (comp. p. 36).

From Brighton to Chichester (28½ m.) and Portsmouth (44½ m.), L.B. & S.C.R. in 1½–2½ hrs. (6/10, 3/8; to Chichester 4/5, 2/4). This line runs within view of the English Channel (on the left). Beyond *Hove*, *Portslade*, and *Southwick* we reach (6 m.) *Shoreham* (Royal George; Crown & Anchor; Burrell Arms), with two interesting Norman churches: **New Shoreham Church* (12th cent.) in the town, and *Old Shoreham Church*, 1 m. up the *Adur*, where the river is crossed by a picturesque old wooden bridge. From the small harbour on the estuary of the Adur Charles II escaped to Fécamp in 1651. It is adjoined by a large aerodrome and a bungalow town on the beach. Railway to *Horsham*, see p. 62. — We cross the Adur. 8½ m. *Lancing* has a partly Norman church.

On a hill to the right is *Lancing College* (300 boys), with a huge and too conspicuous unfinished chapel in the E.E. style.

10½ m. **Worthing** (*Rfmts.; Burlington*, R. from 5/, L. 3/6, D. 6/; *Warne's Hotel*; *Marine*; *Stanhoe*, pens. from 12/; *Steyne*, pens. from 10/6; *Albion*, family and commercial; *Beach*, pens. 12/, *Westward Ho*, *Percival's*, pens. 15/, *Sandringham*, and many other private hotels), a popular watering-place, with 30,305 inhab., a pier, marine parade, swimming baths, and a shingle beach. It is a good starting-point for visits to the South Downs and several interesting churches. — The Transitional Norman church of *Broadwater*, 1 m. N., contains old brasses and monuments. In the churchyard lies Richard Jefferies (p. 133). — The Norman church of *Sompting*, 2 m. N.E., has a Saxon tower with the single example in England of a Rhenish 'helm' or gabled roof. — *West Tarring*, 1¼ m. N.W., has an E.E. church with a Perp. tower, modern Italian mosaics, and a tablet to John Selden (1584–1654), who was born at *Salvington*, ½ m. farther N., in a cottage still extant (with a Latin inscription over the door). The famous Fig Garden (adm. 2*d.*) at Tarring is said to be visited by the beccafico or fig-pecker. — *Cissbury Hill* (603 ft.), 3 m. N., is crowned by the largest entrenchment on the South Downs (British). Near its N.W. base is the interesting little church of *Findon* (Norman to Dec.). *Chanctonbury Ring* (p. 62) is 2½ m. N. of Cissbury.

11½ m. *West Worthing*. — 13 m. *Goring-by-Sea*, with the beautiful woods of Castle Goring. About 1½ m. N.W. is *Highdown Hill* (269 ft.; view), with an ancient entrenchment and the tomb of a local miller (d. 1793). — 15½ m. *Angmering*. — 20 m. *Ford Junction*, and thence to (28½ m.) *Chichester* and (44½ m.) *Portsmouth*, see pp. 64–68.

From Brighton to *Hastings*, see p. 42; to *Tunbridge Wells*, see p. 38.

8. FROM LONDON TO NEWHAVEN HARBOUR.

56½ m. L.B. & S.C.R. from *Victoria* and *London Bridge* in 1½–2 hrs. (9/6, 4/8). This is the route of the Continental boat-trains (for Paris viâ Dieppe; see p. liv), which call only at East Croydon and Lewes. Passengers for other stations must travel by the slower trains (to Newhaven Town, 2¼–3 hrs.), which go on to Seaford (p. 51).

Motor Route (61 m.) viâ *Brighton*, see p. 43.

From London to (40½ m.) *Wivelsfield*, where our train diverges to the left from the Brighton line, see pp. 43–45. The 'V' of fir-trees on the Downs above (44½ m.) *Plumpton* commemorates Queen Victoria's Jubilee (1887). 47½ m. *Cooksbridge*. To the right is the Lewes Racecourse.

50 m. **Lewes** (*Rfmts.*; *White Hart*, R. from 4/, D. 4/6; *Bear*), the ancient and picturesque county-town (10,972 inhab.) of Sussex, lies mostly on the W. bank of the *Ouse*, surrounded by the *South Downs*. On a height near the middle of the town stands the Norman *Castle*, erected by William de Warenne, first Earl of Surrey (d. 1088). The fine inner gate belongs to the original building; the outer gate and the keep (*View) are Edwardian (adm. 6*d.*, incl. museum 9*d.*). Brackmount, on which stood a second keep, is now in private hands. In Barbican House, opposite the castle gate, is the *Museum* of the Sussex Archæological Society. In High St. are *St. Michael's Church*, with a round Norman tower, and the *Town Hall*, containing an old staircase in carved oak from Slaugham Place (p. 45). Thomas Paine (1737–1809) resided in a house just off High St. (tablet). On the S. side of the town, reached from St. Michael's by the steep Keere St. (passing

the Elizabethan *Southover Hall*), are the fragmentary ruins of the *Priory of St. Pancras* (tickets, 4*d.*, at the confectioner's opposite St. John's Church), a Cluniac foundation of c. 1078. The leaden coffins of its founders, William de Warenne and his wife Gundrada, discovered in 1845 beneath the site of the high-altar of the priory church, are preserved in a modern chapel (locked) added to the church of *St. John's, Southover.*

About 2½ m. N.W. is *Mt. Harry* (640 ft.), the scene of the Battle of Lewes (1264), in which Simon de Montfort defeated Henry III. — Other walks on the Downs are well worth while: to *Cliffe Hill* (with an obelisk to certain martyrs of 1555–57), *Mt. Caburn*, *Firle Beacon*, etc.

Lewes is the junction of lines to *Eastbourne* (Rte. 9), *Hastings* (p. 43), *Brighton* (p. 43), *East Grinstead* (p. 38), and *Groombridge* and *Tunbridge Wells* (p. 38).

Our line runs to the S., along the Ouse, while the line to Polegate and Eastbourne (see below) diverges to the left (E.).

56 m. **Newhaven** (*Ship*, R. & B. 6/, L. or D. 3/; *Sheffield*; *Bridge*), a somewhat uninteresting town of 6665 inhab., at the mouth of the *Ouse*, carries on a considerable trade with France. Louis Philippe landed here in 1848 and put up at the Bridge Hotel. At its highest point is the *Parish Church*, with a Norman tower and chancel (12th cent.).

The boat trains run on to (56½ m.) **Newhaven Harbour** (*Rfmts.*; *London & Paris Hotel*), with its piers, breakwater, and fort, whence passenger steamers ply to (3½–4 hrs.) *Dieppe* (comp. p. liv). In normal times steamers run also to other French ports and to Jersey (p. 103).

From Newhaven Town the slow trains proceed viâ (57¼ m.) *Bishopstone*, with a very interesting little church (1½ m. from the station), to (59 m. from London) **Seaford** (*Esplanade*; *Bay*; *Beach*), a sea-bathing and golfing resort of little general interest, whence motor-omnibuses ply to *Brighton* and to *Eastbourne*. It was a 'limb' of the Cinque Ports before the channel of the Ouse shifted to Newhaven.

9. FROM LONDON TO EASTBOURNE.

66 m. L.B. & S.C.R. from *Victoria*, *London Bridge*, and *Clapham Junction* in 1¾–3 hrs. (10/, 4/9). Third-class Pullman cars are attached to some of the express trains (supplement 1/).

A slower and less convenient route, but passing through very attractive country, is offered by the trains viâ Oxted and Groombridge (comp. pp. 44, 38; 67¼ m. in 2¼–3¼ hrs.).

Motor Route (64 m.). To (8 m.) *Mitcham*, see p. 43. — 3 m. *Beddington*. — 3 m. *Purley* (p. 44). — 5 m. *Caterham* (p. 44). — 2 m. *Godstone* (p. 45). — 10 m. **East Grinstead** (p. 38). — 3 m. *Forest Row* (p. 38). — 2½ m. *Wych Cross*. — 7½ m. *Uckfield* (p. 38). — 5 m. *East Hoathly*. — 6 m. *Horsebridge*. — 1 m. *Hailsham* (p. 38). — 3 m. *Polegate* (p. 52). — 5 m. **Eastbourne** (p. 52).

From London to (50 m.) *Lewes*, see Rte. 8. Our line here diverges to the left (E.) from that to Newhaven (see above) and skirts *Mt. Caburn* (l.; 490 ft.; view). At (53 m.) *Glynde*, with a huge dairy and the Elizabethan Glynde Place, is Lady Wolseley's Training School for Lady Gardeners. To the S. (r.) rises *Firle Beacon* (718 ft.; *View). — 57½ m. *Berwick* is an angling resort on the *Cuckmere*. Nearly 3 m. S. is *Alfriston*, with an interesting Perp. church (the 'Cathedral of

the Downs '), a timber-built parsonage (14th cent.), the shaft of a market-cross, and the Star Inn (early 16th cent.), with quaint carvings. — To the right is the *Long Man of Wilmington*, a figure 240 ft. high, with a staff in each hand, cut out in the face of the chalk downs (renewed). It is due more probably to the Celts than to the monks of Wilmington Priory (p. 53), and may represent Baldur, as symbolic of spring.

61½ m. **Polegate** (*Rfmts.*) is the junction of lines to Hastings (p. 43) and to Tunbridge Wells (p. 38). — 64 m. *Hampden Park*, for *Willingdon*, with an E.E. church containing monuments and brasses.

66 m. **EASTBOURNE** (52,542 inhab.) is a comparatively recent but prosperous and attractive seaside resort, sheltered by the South Downs and Beachy Head. The sea-front is nearly 3 m. long. Many of the roads and streets are pleasantly shaded. The old town lies 1 m. or so inland.

Hotels. Grand, with Turkish and other baths, winter garden, and tennis court; Queen's; Cavendish; Burlington; Albion; Hydro Hotel, South Cliff; Alexandra; Albemarle; Park Gates, near Devonshire Park; Beacon Royal; these all facing the sea. — Hampden Park, near Hampden Park Station (see above); Southdown, Howard Sq.; Gildredge, near the rail. station, commercial. — Mostyn, Kenilworth Court, Chatsworth, St. Mildred's Court, and innumerable other private hotels. — *Furnished Lodgings* abundant.

Baths. *Devonshire Swimming Baths*, large and well-equipped; *Victoria Baths*; *Turkish Baths* at the Grand Hotel. — Sea-Bathing. Bathing machine 9*d.*, 2 pers. 1/; plunge from the pier-head before 9 a.m. 4*d.*

Post Office, Burlington Road.

Cabs, for 1–2 pers., 1/ per mile, 6*d.* each ½ m. addit.; 3–4 pers. 1/6 and 9*d.*; per hr. 3/, each ½ hr. addit. 9*d.* *Taxi-Cabs* 1/ per mile, 2*d.* for each ½ m. more. For each piece of luggage carried outside 2*d.* — Motor Omnibuses. From the Railway Station to the *Old Town*, to the *Meads*, and to *Hampden Park* (see above); from the Archway via the Railway Station to *Ocklynge*; from the Redoubt to the foot of *Beachy Head* (p. 53). Also to *Seaford*, *Newhaven*, *Brighton*, *Tunbridge Wells*, etc. — Excursion Cars, see p. 53.

Steamers more or less regularly in summer to *Hastings*, *Brighton*, *Folkestone*, *Dover*, *Isle of Wight*, *Portsmouth*, *Boulogne*, etc.

Amusements. *Devonshire Park* (see below; adm. 6*d.*), with *Theatre*, *Concert Pavilion* (excellent music), *Floral Hall* (winter garden and skating rink), *Swimming Baths*, *Tennis* and *Croquet Lawns*, etc.; *New Pier Pavilion.* — Boats from 1/6 per hr.; *Sailing Boats* from 5/; *Sailing Excursions* 1/ each person.

From the railway station (Rfmts.) we follow Terminus Road and Victoria Place to the Parade or Esplanade, which skirts the sea-front in terraces at three different levels. Eastwards (left), the parade extends past the iron *Pier* (adm. 2*d.*), projecting into the sea for 1000 ft. from Splash Point, to the (¾ m.) *Redoubt*, a somewhat obsolete battery with about a dozen guns. Westwards (right), the parade leads towards Beachy Head, passing the *Wish Tower*, an old martello tower, now containing a marine museum (adm. 6*d.*). Just inland from this point is *Devonshire Park* (13 acres; see above), famous for its lawn tennis tournaments (Sept.). — In the old town is the parish church of *St. Mary*, a Trans. building with Dec. windows and Perp. tower. Beneath the quaint old *Lamb Inn*, opposite, is an E.E. vaulted chamber. Between the old and new town lies *Compton Place* (18th

cent.), a seat of the Dukes of Devonshire, to whom Eastbourne owes much of its development. — Eastbourne is well known for its schools, the chief of which is *Eastbourne College*, near Devonshire Park. — Fully 3 m. S.W. of the pier by the zigzag Duke's Drive (beginning 1½ m. along the cliffs from the W. end of the sea-front; chars-à-bancs 1/6, cab 6/) is ***Beachy Head** ('Beauchef'; 575 ft.), a magnificent and precipitous chalk headland rising abruptly from the sea, with a coastguard station and the Beachy Head Hotel. The *Belle Tout Lighthouse* (rfmts.), erected in 1831 about 1½ m. W., has been superseded by a new lighthouse at the foot of the cliff (1902). The walk may be continued to (¾ m.) *Birling Gap*, where the cable from France lands, beyond which are the cliffs known as the *Seven Sisters*.

Among the places often visited from Eastbourne by motor-coaches and excursion-brakes are *Pevensey* (p. 42; return-fare 2/), *Hurstmonceux* (p. 43; 4/6, incl. admission), *Battle* (p. 39; 5/), *Bodiam* (p. 38), aud *Abbotts Wood* (6 m.). Walkers will find their best account amid the Downs to the N.W., where the points of interest include (4 m.) *Jevington*, which has a restored church with a massive tower; *Wannock*, 1½ m. N. of Jevington, with its glen and its old mill; *Lullington*, 2½ m. from Jevington and 6½ m. from Eastbourne, with one of the very smallest churches in England (16 ft. sq.; probably the chancel of a larger edifice); and the scanty ruins of *Wilmington Priory* (Benedictine; 15th cent.), 2 m. from Lullington and 7 m. from Eastbourne ('Long Man,' see p. 52).

10. FROM LONDON TO DORKING, GUILDFORD, AND READING.

69½ m. S.E.&C.R. from *Charing Cross*, *Cannon Street*, or *London Bridge* in 2¾–3¼ hrs. (6/, 3/); to (30½ m.) *Dorking* in 1–1½ hr. (4/, 2/); to (43 m.) *Guildford* in 1½–2 hrs. (5/, 2/6).

This leisurely route (the first 50 m. of which lie in Surrey) traverses a district rich in natural beauty and in literary and historical associations and offers the pedestrian opportunity for numberless pleasant digressions. But the direct route to *Dorking* is from Victoria or London Bridge (24 m.; 1–1½ hr.), Rte. 11B; to *Guildford* from Waterloo (30 m.; 1–1¼ hr.), Rte. 11A; to *Reading* from Paddington (36 m.; 1–1¾ hr.), see pp. 291, 292. — Motor-route to *Guildford*, p. 58; to *Reading*, p. 132.

Surrey, one of the smaller counties of England, well-wooded and verdant, presents considerable variety of scenery. As one of the 'Home Counties' (Kent, Surrey, Middlesex, Essex, and Hertford) its N. portions are occupied by S. London and its suburbs, with villas and modern country-houses ever pushing forward the invasion. But farther S., e.g. about Leith Hill, Box Hill, Hindhead, etc., are charming tracts of wild and romantic scenery, not surpassed in many parts of England. The *North Downs*, with the Pilgrims' Way (p. 16), traverse the county from E. to W.

From London to (22½ m.) *Redhill Junction* the route and intermediate stations are substantially the same as in Rte. 7.

24½ m. **Reigate** (*White Hart*, with garden; *Swan*, family and commercial, R. 4/, D. 4/), an attractive town (28,502 inhab., incl. Redhill) at the head of *Holmesdale Valley* and the S. base of the *North Downs*, forms practically one community with Redhill (p. 45; omn. 1*d.*–3*d.*), in which are most of the chief shops. From the railway station we enter the town through a tunnel 180 ft. long. In the Recreation Grounds to the N. of High St. are the earthworks that mark the site

of *Reigate Castle*, slighted by the Parliamentarians in 1648. The gateway is a Gothic erection of 1777. The curious vaults or caverns in the depths of the mound were probably nothing but sand-pits, and their association with the Magna Charta barons is quite apocryphal. Lord Howard of Effingham (1536–1624), conqueror of the Spanish Armada (1588), is buried below the chancel of the large parish church of *St. Mary Magdalen* (Transition-Norman to Perp.), which stands near the E. end of the town. The nave-pillars date back to c. 1200.

To the S. of the town is *Reigate Priory*, occupying the site of an Augustinian foundation of the 13th cent. and once the seat of Lord Howard of Effingham. — *Colley Hill* (763 ft.), 1½ m. N. of the town, now a public park, commands an extensive *View of the Wealds of Surrey and Sussex (hounded hy the N. and S. Downs). — Among other points within easy reach are *Gatton* (p. 44); *Leigh Church* (pron. 'Lye'; brasses), 3½ m. S.W.; and *Charlwood Church* (13–15th cent. wall-paintings; 15th cent. screen), 6½ m. S. — A pleasant walk to (7 m.) *Dorking* (see helow) leads viâ *Reigate Heath*, *Buckland* (rebuilt church, with an old wooden helfry), *Betchworth*, and *Brockham Green*; or along the ridge of the N. Downs from Reigate Hill to Box Hill and thence down (l.) to Dorking.

Motor Omnibuses run from Reigate to *Merstham*, *London*, *Dorking*, *Limpsfield*, *Sevenoaks*, and other points.

Beyond Reigate we skirt the *North Downs*. — 27 m. *Betchworth*, on the *Mole*. Pleasant walk to (3 m.) Dorking through *Betchworth Park*, with its celebrated avenue of limes and other noble trees. — 29¾ m. *Box Hill Station* lies near the S.W. foot of the hill of that name (see below).

30½ m. **Dorking** (*White Horse*, R. from 5/; *Red Lion*; *Burford Bridge Hotel*, 1 m. N., see below), a small and ancient market-town (7848 inhab.), is charmingly situated in the fairest part of Surrey, with the North Downs on one side and Leith Hill on the other. It gives name to a breed of five-toed fowls that have long been famous for table-use. The old King's Head (closed) in North St. is supposed to be the original of the 'Marquis of Granby' in 'Pickwick.' The L.B. & S.C.R. station is on the N.E. side of the town, 1 m. from that of the S.E. & C.R. (N.W.) and not far from the Box Hill station of the S.E. & C.R. (see above).

Motor-omnihuses ply from Dorking to *Leatherhead*, *Epsom*, and *London* (Clapham Common); to *Redhill*; to *Shere*, *Guildford*, and *Aldershot*.

To the E. of Dorking lies the **Deepdene*, a couutry mansion surrounded by well-laid out grounds, with lovely woods and parks. It was long in the hands of the Hope family and contained a fine collection of paintings and sculptures (now dispersed). The Dene itself is a long, steep, and turfy glade, enclosed by an amphitheatre of ferns. Disraeli wrote most of 'Coningshy' here. On the E. the Deepdene practically merges in *Betchworth Park* (see ahove). — On a hill N.W. of Dorking stands *Denbies*, the handsome residence of Lord Ashcombe, whence a pleasant walk leads viâ *Ranmore* and *Ranmore Common* (views) to (6 m.) *Leatherhead* (p. 62). — The attractive road to (5 m.) Leatherhead skirts the W. foot of **Box Hill** (596 ft.; *View), taking its name from its numerous hox-trees, which rises N.E. of Dorking (stations, see ahove and p. 62). Owing to the munificence of the late Mr. Leopold Salomons it is now national property. At its foot is (1¾ m.) *Burford Bridge* (spanning the Mole), with *Burford Bridge Hotel* (R. 5/–7/6, D. 5/), where Keats finished 'Endymion' (room shown) and Nelson bade farewell to Lady Hamilton before Trafalgar. A little higher up is *Flint Cottage*, the home from 1867 of George Meredith (1828–1909), who is buried in Dorking Cemetery. At the top of the steep garden is the chalet huilt hy Meredith as a study

and bedroom in 1877. About ½ m. beyond Burford Bridge is *Juniper Hall*, once occupied by a group of French refugees, one of whom (Gen. d'Arblay) married Fanny Burney. [*Camilla Lacey*, about 1 m. W., the house (much changed) originally built with the proceeds of 'Camilla,' was burned, with many Burney relics, in 1919.] From Juniper Hall the road goes on to (½ m.) *Mickleham*, a charmingly picturesque village, with a church in which Fanny Burney was married in 1793 and George Meredith in 1864. Hence a delightful path leads through *Norbury Park* (good views), famous for its beeches and for the yews in the 'Druids' Grove,' rejoining the road about 1½ m. from *Leatherhead* (p. 62).

From Dorking to Guildford by road, 12 m. (direct route); a most attractive walk or drive. The detour by Leith Hill (see below) is well worth while for those who do not dread the extra distance. We leave Dorking by West St. and beyond (1¼ m.) *Westcott* and the mansion known as *The Rookery* (left), birthplace of Malthus (1766–1834), ascend the long Coast Hill to (1½ m.) *Wotton Hatch Inn*. To the right, below the road, we see the little church of *Wotton*, in which John Evelyn (1620–1706), the diarist and author of 'Sylva,' is buried (chapel locked). Hard by (left) is a lodge-gate of *Wotton House* (no adm.), Evelyn's home, in which is preserved, among other treasures, the Book of Common Prayer used by Charles I on the scaffold. Parts of the surrounding fine woods date from Evelyn's planting. [From the foot of Coast Hill a footpath leads to this point through the grounds of the Rookery and Wotton House.] — From the Guildford Road a side-road diverges (l.) for Leith Hill, and shortly beyond it we pass the picturesque *Crossways Farm* ('Diana of the Crossways'), *Abinger Hall* (seat of Lord Farrer), and (1½ m.) *Abinger Hammer*, a village named after an old iron furnace. At (½ m.) *Gomshall* (p. 56) we pass under the railway. 1 m. *Shere* (White Horse), on the Tillingbourne, perhaps the prettiest village in Surrey, has a well-restored church (12–15th cent.). Just beyond the (¾ m.) next fork is the cottage where the key is kept for the picturesque little *Silent Pool*, to the N. of the road. The road to the left at the fork is an alternative route to Guildford, viâ Albury and Chilworth (p. 56). We, however, keep to the right and ascend over Albury Downs to (1½ m.) *Newlands Corner* (500 ft.), on the summit of the chalk ridge, affording a famous *View. Part of the Pilgrims' Way is traceable on the Downs, and to the S., across the valley, appears *St. Martha's Chapel* (p. 56). The road goes on, over *Merrow Downs*, to (1½ m.) *Merrow*, and thence to the left to (2 m.) Guildford (p. 56). Walkers, however, should keep to the W. along the top of the downs for 1¼ m., then follow the road to the right for ½ m., and take the footpath on the left to (½ m.) Guildford.

From Dorking to Leith Hill, 4–4⅓ m., there are several attractive footpaths. The following is the shortest route by road (5¼ m.). Leaving Dorking High St. by South St., we take the right branch at (5 min.) the fork and turn to the left almost immediately (finger-post). At (6 min.) the top of the hill we keep to the right and in 4 min. we pass *Bury Hill Farm* (where a footpath leads to Leith Hill). About 1 m. farther on the road begins to ascend the long Bore Hill, passing between deep banks, once shaded by the now sadly thinned Redlands Woods. Beyond the top of the hill, from the point where the road bends to the right to enter (1½ m.) Coldharbour, a lane leads to the left to (100 yds.) *Anstiebury Camp*, with its double trench, the finest prehistoric camp in Surrey. — *Coldharbour* (Plough), a hamlet sheltered on the W. by the steep Coldharbour Common, commands a delightful view to the S. Beyond the (½ m.) church the road passes through a (2 min.) gate, traverses a beautifully wooded stretch, and beyond a (12 min.) second gate, reaches the plain little *Leith Hill Hotel* (pens. 10/6). Thence we ascend to the conspicuous tower either by the steep direct path (5 min.) or by an easier detour to the left. [The road goes on, skirting the hill, to join (4¾ m.) the Dorking and Guildford road, see above.] — **Leith Hill** (965 ft.), the highest point in S.E. England, commands a *View said to extend over at least a dozen counties (adm. to tower 2*d.*). — The ascent of Leith Hill may be combined with the walk to Guildford (see above). It is difficult to give precise directions, but by keeping to the N. across *Wotton Common* to (20 min.) *Broadmoor* and then ascending to the left (W.) through the woods, the traveller will probably have little trouble in reaching (10 min.) *Friday Street*, a picturesque hamlet of red cottages, faced by a large pond. Hence an obvious path descends along the W. bank of the brook to (1 m.) *Wotton House*, where we join the Guildford route (see above).

About ¾ m. W. of Friday Street is *Abinger* or *Abinger Hatch* (inn), with an early-Norman church (11th cent.; interior uninteresting), a manor-house with a Jacobean porch, and the old village-stocks (on the green). From Abinger a road leads N. to (1 m.) *Wotton* (p. 55).

Beyond Dorking the train continues to skirt the North Downs. 35¼ m. *Gomshall* (Black Horse, pens. from 9/) is also the station for *Shere* (1 m.; p. 55), *Wotton* (2¼ m.; p. 55), and *Abinger* (2½ m.; see above).

39¼ m. *Chilworth*, with gunpowder works. About 1 m. N. rises *St. Martha's Hill* (720 ft.), with the lonely Chapel of St. Martha (key kept at Albury Rectory; *View), supposed to mark one of the halting-places of pilgrims on their way to Canterbury. The old Norman fabric was restored and largely rebuilt in 1848. — Chilworth is the station also for *Albury* (Drummond Arms), 1¼ m. N.E., near which is a large Catholic Apostolic Church (or 'Cathedral'), an edifice in a Perp. style, erected in 1840 by Mr. Henry Drummond, who converted the old church, with its early-Norman tower, into a mortuary chapel. Mr. Drummond was father-in-law of the sixth Duke of Northumberland, and *Albury Park* (in which both churches stand) belongs to the present duke. Martin F. Tupper (1810–89), author of 'Proverbial Philosophy,' resided for a time at Albury and is buried in the churchyard. — Beyond (41 m.) *Shalford* we cross the *Wey*, turn to the right (N.), and thread a tunnel.

43 m. **Guildford** (*Rfmts.*; *Lion*; *Angel*; *Shalford Park Hotel*, ¾ m. S., with 9-hole golf-course), the county town (23,820 inhab.) of Surrey, is attractively situated on the E. bank of the *Wey* (comp. p. 296). It is first mentioned as a borough in 1131, but its records go back to the time of King Alfred (900). Guildford is a railway junction of considerable importance (comp. p. 57). Motor-omnibuses ply viâ *Dorking* to *Leatherhead* (p. 62), to *Aldershot* (p. 78), *Witley* (p. 60), and other points.

From the rail. station Farnham Road leads S. to the foot of the steep *High Street, which ascends to the E. with many quaint and picturesque buildings. The church of *St. Nicholas* (rebuilt in 1875–76), on the right, incorporates the old *Loseley Chapel* (Perp.), with monuments of the Mores of Loseley (p. 57). Higher up, beyond the bridge over the Wey, Quarry St. leads to the right, passing the church of *St. Mary*, which dates largely from the late-Norman period (1160–80); the central tower is probably pre-Norman.

The features of interest in the interior include the curious splayed openings (Saxon) above the later N. and S. tower-arches, the corbels in the aisles, a singular piscina in the S. aisle, the square 'low side' window at the W. end of the N. aisle, the almost obliterated wall-paintings (12–13th cent.) in the N. apse, and the 15th cent. reredos. The floor of the church is on three different levels.

A little way beyond St. Mary's is the *Castle Archway*, admitting to the public gardens in which, on an artificial mound, stands the keep of the Norman Castle (c. 1150; adm. 2*d.*; view from the top), which is 70 ft. high and has walls 10–14 ft. thick. Adjoining the Castle Archway is a

small *Museum* of Surrey antiquities (open 2–6 ; free on Mon., Wed., and Sat., other days 3*d*.).

We now return to the High St. Below the *Angel Hotel* (l.) and a house opposite are groined cellars of the 13th century. Near the middle of the street (l.) is the *Town Hall*, a brick and timber edifice of 1682, identified by its projecting clock. Within are some historical portraits of interest. On the same side (No. 25) is a house containing a fine old staircase. A few paces farther on, also to the left, is **Archbishop Abbot's Hospital*, a Jacobean red brick building founded in 1619 for a master, twelve brethren, and ten sisters (no fee, but donation expected). It contains a wealth of contemporary carved oak, a portrait group by John Russell (a native of Guildford ; 1745–1806), interesting stained-glass windows (1621 ; in the chapel), and old portraits of Calvin, Wycliffe, and Foxe. The chimneys should be noted. *Trinity Church*, opposite the hospital, rebuilt in the 18th cent., contains the monument of Abp. Abbot (d. 1633 ; from an earlier church) and the cenotaph of Speaker Onslow (d. 1768 ; buried at Merrow, p. 55). — Nearer the top of High St., to the right, is the *Grammar School*, a building of the 16th cent., with a library containing a number of chained books (visitors admitted on Sat. and in the vacation). — C. L. Dodgson ('Lewis Carroll' ; d. 1898), author of 'Alice's Adventures in Wonderland,' is buried in the old cemetery (disused).

Just to the S. of Guildford, on the Wey, rises *St. Catherine's Hill* (view), crowned with the ruins of an early 14th cent. chapel. — **Loseley House*, 2 m. S.W., is an admirable example of an Elizabethan manor-house (c. 1565) in a finely wooded park. The late-Norman church of *Compton*, 1½ m. W. of Loseley (3 m. from Guildford, 2½ m. from Godalming, p. 60), is unique in having a chapel above its low vaulted sanctuary. George F. Watts (1817–1904), the painter, long lived at *Limnerslease*, ½ m. N. of Compton ; and his memory is kept green here by the *Watts Picture Gallery* (open daily, except Thurs., 2–6 ; free on Sun., Wed., & Sat., 1/ on other days). The *Mortuary Chapel* in the new graveyard is adorned with symbolical terracotta work and frescoes executed by the villagers, directed by Mrs. Watts. From Compton we may return to Guildford by asceoding (1 m.) the *Hog's Back* (see below ; views) and following it towards the E.

St. Martha's Chapel (p. 56), c. 2½ m. from Guildford, may be reached viâ Chilworth (p. 56). Or we may quit the town by Quarry St. and the Shalford road and follow the lane to the left beyond (½ m.) the old toll-house. A footpath to the right, near the end of the lane, crosses a plantation and leads to *Chantry Woods*, which we follow to the church.

Other interesting points within easy walking reach of Guildford are *Godalming* (p. 60), 4 m. S. (pleasant path along the Wey) ; **Sutton Place* (Duke of Sutherland ; no adm.), an interesting Tudor mansion of brick and terracotta (c. 1525), 3½ m. N. ; *Clandon Park* (1731 ; Earl of Ooslow), 2½ m. N.E. ; *East Clandon*, 3½ m. E.N.E., with a restored E.E. church ; and *Wonersh* (p. 62), 3 m. S.E.

The Farnham road, leading W. from the rail. station and passing the *Royal Surrey County Hospital*, ascends to the top of the singular chalk ridge known as the **Hog's Back** (350–500 ft.), which affords a delightful walkiog or driviog route (open views) to (10 m.) *Farnham* (p. 79). *Waverley Abbey* (p. 79) may be included by a digression of 1½ m.

Direct railway route from Guildford to *London*, see pp. 58, 59 ; to *Portsmouth*, see pp. 60, 61 ; to *Horsham*, see p. 62. A branch-line runs to (9¼ m.) *Aldershot* (p. 78) and (10¼ m.) *Farnham* (p. 79).

From Guildford our train runs towards the W., skirting the N. base of the *Hog's Back* (see above). 47 m. *Wanborough.*

Beyond (49 m.) *Ash*, the junction of a branch-line to (3 m.) *Aldershot Town* (p. 78), we enter *Hampshire* (p. 72). 51 m. *Aldershot* (*North Camp*), with barracks and other military buildings to the left (comp. p. 78). At (53 m.) *Farnborough* (p. 72) we cross the L. & S.W.R. line from London to Winchester and Southampton (Rte. 12A). 55½ m. *Blackwater* (White Hart, R. from 2/6). We enter *Berkshire* (p. 291). 58 m. *Sandhurst Halt*, for *Sandhurst Royal Military College*, the chief training-place for infantry and cavalry officers in the British army; it is situated in beautiful grounds with a lake. — 59½ m. *Wellington College Station* serves *Wellington College*, one of the best-known modern public schools in England, established in 1853, primarily for the sons of deceased officers. In the vicinity is *Broadmoor Asylum*, for criminal lunatics. — 62 m. *Wokingham* (Rose Inn), with the picturesque Lucas Almshouses (1665); 66 m. *Earley*, a suburb of Reading. — 69½ m. **Reading**, see p. 292.

11. FROM LONDON TO PORTSMOUTH.

The two most direct railway routes are described below. But from Waterloo Portsmouth may be reached also viâ *Winchester* and *Eastleigh* (Rte. 12A) and thence viâ *Fareham* (p. 71; 94½ m. in 2¾–4 hrs.), or viâ *Aldershot* and *Alton* (Rte. 12B) and thence by the *Meon Valley Line* (p. 79; 83½ m. in 3–4 hrs.); and from London Bridge or Victoria the detour (no through trains) viâ *Brighton* or *Worthing* (comp. Rte. 7) and thence along the coast (pp. 50 64–68) may be chosen.

MOTOR ROUTE, 72 m. Leaving London by Putney Bridge (Pl. G 11, 15), we run S.W. over Putney Heath to (11 m.) *Kingston* (p. 295). — 4 m. *Esher* (see below). — 8 m. *Ripley* (Anchor). — 6 m. Guildford (p. 56). — 4 m. *Godalming* (p. 60). — 8 m. *Hindhead* (p. 61). — 5 m. *Liphook* (p. 61) [r. *Selborne*, p. 79]. — 8 m. *Petersfield* (p. 61). — 7 m. *Horndean* (p. 69). — 6 m. *Cosham* (p. 71). — 5 m. Portsmouth (p. 68).

A. VIÂ GODALMING AND HAVANT.

73¾ m. L. & S.W.R. from *Waterloo* in 1¾–3 hrs. (12/2, 6/1). — As far as (43 m.) *Haslemere*, the line traverses *Surrey* (p. 53); beyond that *Hampshire* (p. 72).

To (4 m.) *Clapham Junction* (Rfmts.), (7¼ m.) *Wimbledon*, and (12 m.) **Surbiton** (*Rfmts.*), stations on the electric line to Hampton Court, see the *Blue Guide to London*.

At Surbiton an alternative route (to be electrified) from Waterloo to Guildford diverges on the left (30 m. in 1–1¼ hr.). 3 m. *Claygate*, 1¼ m. from Claremont (p. 59). — 6¾ m. *Cobham* is the station for *Stoke d'Abernon* (¾ m. S.E.), the drastically restored church of which (Saxon and E.E.) contains the earliest *Brass in England (Sir John d'Abernon, 1277). — 9¼ m. *Effingham* is the junction of a line from Waterloo viâ Leatherhead (p. 62). — 10¼ m. *Horsley* is a convenient station for visitors to the gardens of the Royal Horticultural Society (open in summer to visitors with a Fellow's order) at *Wisley* (Hut Hotel), 3½ m. N.W. *Ockham Church*, passed on the way, repays a visit. — 13¼ m. *Clandon* (comp. p. 57). — 16½ m. *London Road*. — 18 m. *Guildford*, see p. 56.

14½ m. *Esher* (Bear) lies near the *Mole*. In the grounds of *Esher Place* (modern), N.W. of the village, is *Wolsey's Tower*, a battlemented brick gateway forming the only relic of the old mansion erected by Bp. Waynflete c. 1460 and once

GUILDFORD & DORKING
0 1 2 3 Miles
0 1 2 3 Kilometres
WOKING STATION
Woking
Pyrford
Ripley
Ockham
Stoke D'Abernon
Cobham
Ashtead
Leatherhead
Great Bookham
Little Bookham
Effingham
Mickleham
Headley
West Clandon
East Clandon
Merrow
GUILDFORD
Shalford
Albury
Shere
Gomshall
Wotton
Abinger
Holmwood
Dorking
Box Hill & Burf
Betchworth
Brockham Green
Gadbrook
Bunce Common
Shellwood Manor
Wonersh
Blackheath
Branley
Godalming
Newlingate
Holmbury St. Mary
Leith Hill
Tanhurst
Pitland
Farley Green
Peaslake
Hurt Wood
Felday
Parkhurst
Abinger Hammer
Westcott Heath
Rokefield
Milton Court
Flint Hill
North Holmwood
Redlands
Holmwood Common
Holmwood Station
Coldharbour
Wotton Common
Ranmore Common
Denbies
Box Hill & Burf Br. Sta.
Dorking Sta.
Dorking
Deepdene
Pixham
Boxhill Fm.
Juniper Hall
Headley Heath
Norbury Park
Fredley
Phenice
Tyrrells Wood
Epsom Downs
Walton Downs
Tumulus
Roman Station
Hill Fort
Camp
Golf Course
Sewage Farm
Common
Park
Wood
Heath
Hill
Down
Farm
Inn
Ch.
Sta.
Br. Sta.
Mill
Pond
Cottages
Lodge
Hall
Grove
Manor
Court
Rectory
Vicarage
Parsonage
Cemetery
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occupied by Card. Wolsey. About 1 m. S. of Esher is *Claremont*, long occupied by the Duchess Dowager of Albany. Lord Clive bought the property in 1768 and replaeed the original house built by Sir John Vanbrugh in 1708 by the present mansion. In 1816 the estate was settled by the Crown on Prineess Charlotte (d. 1817) and her husband Leopold, afterwards King of the Belgians. Louis Philippe died in exile at this house in 1850. Adjoining the rail. station is *Sandown Park Racecourse.*

17 m. *Walton* (Oatlands Park Hotel; Ashley Park) is the station for Walton-on-Thames (p. 296), 1 m. N. The stately palaee built by Henry VIII at *Oatlands Park*, 1¼ m. N.W., was destroyed during the Civil War, and the present mansion (now a hotel) was built in 1794. Attaehed to it are an elaborate grotto and the eemetery in which the Duehess of York (d. 1820) buried her pet dogs and monkeys.

19 m. **Weybridge** (*Hand & Spear*; *Lincoln*; *Blue Anchor*, near the Aerodrome) is pleasantly situated N. of the railway, near the confluenee of the Wey and Thames (comp. p. 296). The Duehesse de Nemours (d. 1857) and the Comte de Paris (d. 1894) rest in the Rom. Cath. chapel, whieh was also the temporary burial-plaee of Louis Philippe (see above) and his queen. About 1 m. S. rises *St. George's Hill* (520 ft.; good views).

From Weybridge a short branch runs to (5¾ m.) *Virginia Water*, viâ (1¾ m.) *Addlestone*, with the ancient Crouch Oak, and (3¼ m.) *Chertsey* (Bridge; Crown), a pleasant little town which grew up around a great Benedictine abbey, about ½ m. from the Thames (comp. p. 296). Abraham Cowley (1618–67), "stretched at ease in Chertsey's silent bowers," spent the last two years of his life at Porch House (now Cowley House; tablet) in Guildford St. — **Virginia Water** (*Wheatsheaf*, by the lake, 1½ m. from the station; *Railway*), also on the line from Staines to Reading (p. 283), is an artificial lake, 1¾ m. long, in the S.E. corner of Windsor Park, and was laid out in 1746, with its pretty grounds and cascade, for the Duke of Cumberland, victor at Culloden and Governor of Virginia. On the S. bank is a pictureSque colonnade brought by George IV from the ruins of Leptis Magna, near Tripoli. Coaches sometimes ply hither from London, and brakes from Windsor (p. 283).

Beyond Weybridge lies (l.) the *Brooklands Aerodrome & Motor Track*, a scene of great activity during the War. — 22 m. *Byfleet & Woodham.*

24½ m. **Woking** (*Rfmis.*; *Albion*; *White Hart*, in the village; *Cotteridge Private Hotel*) ineludes a thriving modern town near the station and an old village on the Wey, 1¾ m. S.E. At the latter is the old church of *St. Peter* (Norman, E.E., and Dec.). *Waterer's American Nursery*, at *Knaphill*, 2¾ m. W., attracts many visitors by its wonderful show of rhododendrons in June. *Sutton Place* (p. 57) is 3½ m. S. About 2 m. S.E. are the E.E. ruins of *Newark Priory*. *Woking Cemetery*, see p. 72. — Our line here diverges to the S. (l.) from that to Basingstoke, Winehester, and Southampton, described in Rte. 12A. Branch-line to Ascot, see p. 283.

30½ m. **Guildford,** see p. 56. We pieree the N. Downs by a tunnel. To the E. diverge the lines to *Dorking* and *Redhill* (Rte. 10) and to *Horsham* (p. 62).

From Guildford to Milford (see p. 60) and again beyond Petersfield (p. 61) the railway follows the

line of the old Portsmouth coach-road; the views are tantalizingly interrupted by cuttings, plantations, and embankments.

34½ m. **Godalming** (*King's Arms Royal*; *Angel*; *Revill's Private Hotel*), a quaint little town on the Wey (comp. p. 296), with narrow streets and half-timbered and decorated brick houses (17th cent.), was formerly a centre of the Surrey wool industry. The large church of *SS. Peter & Paul*, near the station, though mainly Norman and 13th cent., shows specimens of every period from the 11th to the 20th century. A little to the N. of it is a memorial to *J. G. Phillips*, chief wireless operator on the 'Titanic,' which foundered in 1912. The Meath Home for Epileptics, close to the station, occupies the house of General Oglethorpe (1696–1785), founder of the State of Georgia. In the N. of the town are the imposing buildings of the *Charterhouse School*, by Hardwick, Blomfield, and others, including a large chapel and the so-called Founder's Tower (130 ft.). The school (over 500 boys), founded in London by Thomas Sutton in 1611, was removed to Godalming in 1872.

An old archway, carved with the names of former Carthusians, was brought from London. Among the famous old pupils are Crashaw, Lovelace, Barrow, Roger Williams (of Rhode Island), Steele, Addison, Wesley, Blackstone, Ellenhorough, Thomas Day (author of 'Sandford and Merton'), Grote, Thirlwall, Havelock, Leech, and Thackeray. The library contains many of Leech's drawings for 'Punch' and the MS. of 'The Newcomes' by Thackeray.

36½ m. *Milford* is the station for a large military camp. — At (38½ m.) *Witley*, a picturesque village with an E.E. church, George Eliot lived after 1876. Witley is the station also for *Hambledon* (1 m. N.E.), with its little church and two fine churchyard yews, and for *Chiddingfold* (2¼ m. S.E.), a characteristic Weald village, formerly engaged in making glass and iron.

43 m. **Haslemere** (*White Horse*; *Swan*; *Royal Huts Hotel*; *Hindhead Beacon*; *Moorlands*; *Thirlestane*, R. from 4/, D. 4/6; the last four and many private hotels all on Hindhead, p. 61), picturesquely situated in an elevated valley (c. 500 ft.) between the heathery heights of Blackdown and Hindhead, is a small market-town (3520 inhab.), now the centre of a rambling residential district with numerous villas, bungalows, and cottages. Its popularity may be dated from 1887, when Prof. Tyndall (1820–93) came to live on Hindhead. George Eliot lived for some time (1871) at Brookbank at *Shottermill*, 1 m. S.W. of the rail. station. — Visits should be paid to the *Educational Museum* (West St., 5 min. from the station), established by the late Sir Jonathan Hutchinson, and to the *Hand-Weaving Looms* (Peasants' Arts), in the King's Road.

Blackdown Hill (918 ft.), rising 2½ m. S. of Haslemere, commands an admirable and extensive view of the Weald—Tennyson's "Green Sussex fading into blue, with one gray glimpse of sea." To reach it we leave Haslemere on the E. and ascend to the right beyond the town. Tennyson died in 1892 at *Aldworth*, a house built by him on the E. slope in 1868–69 and named from Lady Tennyson's ancestral connection with Aldworth in Berks (p. 84).

Hindhead (895 ft.) rises N. of Haslemere. Its slopes are now pretty well covered with houses, but the summit and its common have fortunately been secured for public use (1905). To reach (2½ m.) the top (omn. 6*d.*) we cross the railway, beyond which we have a choice of various routes, all easily followed. The summit is marked by a granite cross and a pillar with an indicator showing the chief points in the magnificent *View. Hindhead Common is traversed by the Portsmouth road, the scene of an enormous amount of motor-car and cycle traffic on Saturdays and Sundays. The name of *Gibbet Hill*, attached to the summit, refers to the murder of a sailor (1786) on the old road skirting the edge of the **Devil's Punch Bowl*, a curious depression on the N. side of the hill, where a memorial stoue recounts the fact and the fate of the assassins—an inscription listened to by Smike " with greedy interest " when Nicholas Nickleby read it out to him. The *Royal Huts Hotel* (p. 60) lies ¾ m. W.

Motor-omnibuses ply from Haslemere to *Farnham* (p. 79) and *Aldershot* (p. 78) viâ *Churt* and *Frensham* (comp. p. 79), and to *Grayshott*, *Bramshott*, and *Liphook* (see below).

Beyond Haslemere we enter *Hampshire* (p. 72). 47 m. *Liphook* (Royal Anchor Hotel; Wheatsheaf) and (51½ m.) *Liss* (Spread Eagle) are attractive villages from which many pleasant walks may be taken (e.g. in *Wolmer Forest*, a little to the N.). — 55 m. *Petersfield* (Red Lion, R. 4/, D. from 4/; Dolphin), a small town (3947 inhab.) with a part-Norman church and a leaden equestrian statue of William III (1724), is the junction of a branch-line to (9½ m.) *Midhurst* (p. 63), viâ *Rogate* (Southdown Hydro). Near Petersfield is *Bedale's*, a well-known co-educational school. — We pierce the South Downs by a long tunnel.

At (66½ m.) *Havant* (Rfmts.; Bear; Dolphin), a market-town (4092 inhab.), we join the L.B. & S.C.R. from London to Portsmouth (p. 68). View over Langstone Harbour and Spithead.

A branch-line runs hence to *Hayling Island*, a peninsula 4 m. long and 2 m. broad, with the sea-bathing and golfing resorts of (2½ m.) *North Hayling* and (4½ m.) *South Hayling* (Grand Royal). The church of St. Mary at S. Hayling is an interesting E.E. edifice, with fine lancet-windows. In the churchyard is a yew 31 ft. in circumference. — A loop-line runs to (4¼ m.) *Cosham* (p. 71).

Beyond Havant, on the heights to the right, are the landward defences of Portsmouth. We cross a narrow inlet and enter the island of *Portsea*. From (73 m.) *Fratton & Southsea* a rail motor runs to (1½ m.) East Southsea (p. 68). 73¾ m. *Portsmouth Town*; 74½ m. **Portsmouth** (*Harbour*; p. 68).

B. VIÂ HORSHAM AND FORD JUNCTION.

85⅓ m. L.B. & S.C.R. from *Victoria* or *London Bridge* in 2½–3 hrs. (12/2, 6/11). This route passes through *Surrey* (p. 53), *Sussex* (p. 36), and *Hampshire* (p. 72).

The line from Victoria Station (running viâ Clapham Junction and Balham) unites with that from London Bridge (viâ E. and N. Dulwich and Streatham) at (9 m. from Victoria) *Mitcham Junction*, beyond which come the suburban stations of (11 m.) *Carshalton*, (12¼ m.) *Sutton* (Rfmts.), and (13¾ m.) *Cheam*. — 16 m. **Epsom** (*Spread Eagle*; *King's Head*) is 1½ m. N.W. of *Epsom Downs*, where the 'Derby' and the 'Oaks' are run in May or June (comp. the *Blue Guide to London*). A glimpse of the Grand Stand (l.) is obtained as

we enter the station. The parish church contains four small monuments by Flaxman and one by Chantrey. The mineral springs which gave name to 'Epsom Salts' were discovered in 1618, but are no longer in vogue. *Durdans*, a seat of the Earl of Rosebery, lies ¾ m. S. Epsom is reached also by the L. & S.W.R. — 20 m. **Leatherhead** (*Swan*; *Bull*), with another station on the L. & S.W.R. (p. 58), is a pleasant little town (5491 inhab.) on the *Mole*, with some picturesque old houses and a large blind asylum. It is one of the claimants to be the 'Highbury' of Jane Austen's 'Emma.' Motor-omnibuses run to *Dorking* (p. 54), *Guildford* (p. 56), and *London*. To Dorking on foot, see pp. 54, 55. — Box Hill (p. 54) rises on the left. — 22¾ m. *Box Hill & Burford Bridge*, see p. 54.

Beyond (23½ m.) **Dorking** (for another station, see p. 54) we quit the chalk downs and cross the wooded Surrey weald. — 28½ m. *Holmwood*. The station of (31 m.) *Ockley* is 1 m. from the village, near which the Danes were defeated with great slaughter in 851 by Ethelwulf of Wessex. On the right rises *Leith Hill* (p. 55). — We enter *Sussex* (p. 36). About 1½ m. S.W. of (30 m.) *Warnham* is *Field Place*, where the poet Shelley (1792–1822) was born and wrote his 'Queen Mab.'

37 m. **Horsham** (*Rfmts.*; *King's Head*, R. from 4/6, D. 5/; *Anchor*; *Black Horse*), a market-town (11,314 inhab.) and railway-junction. In Carfax, the centre of the town (comp. p. 305), is preserved the iron ring once used in bull-baiting. The E.E. *Church*, with Perp. windows and a shingle spire, contains a few interesting monuments. The old *Grammar School* (now a board school) is a Jacobean structure.

From Horsham to Shoreham, 20 m., L.B. & S.C.R. in ¾ hr. (3/, 1/8). — 7½ m. *West Grinstead* has a church retaining some details of the original Norman structure. In West Grinstead Park is 'Pope's Oak,' under which Pope is said to have composed the 'Rape of the Lock' at the suggestion of his host, John Caryll. About 1 m. W. of the village are the ruins of *Knepp Castle* and *Knepp Park*, with the largest lake in S.E. England (1 m. long). The church of *Cowfold*, 2 m. E., contains the spleudid brass (10 ft. long) of Prior Nelond (d. 1433). To the S. of Cowfold is (1½ m.) *St. Hugh's Charterhouse*, established by monks from the Graude-Chartreuse (1877–83; visitors admitted, except on Sun.). — 15½ m. *Steyning* (White Horse), a small town (1729 inhab.) at the foot of the Downs, has a very interesting church, said to have been originally founded by St. Cuthman. The present church, probably due to the Benedictines of Fécamp, is only a fragment of the contemplated structure. Its most striking feature is the scries of enriched late-Norman pier-arches in the uave (c. 1150). The plain E. arches of the aisles are early-Norman. About 2 m. N.W., at the foot of *Chanctonbury Ring* (814 ft.; a conspicuous summit crowned with ancient entrenchments and a circle of beeches), lies *Wiston Park*, an Elizabethan mansion (much altered). This neighbourhood is the scene of Blackmore's 'Alice Lorraine.' Glorious walks may be taken from Steyning along the Downs to (5 m.) the Devil's Dyke (p. 49) on the E., or to (10 m.) Amberley (p. 63) on the W. — 16 m. *Bramber* (Castle, R. & B. 5/), a singularly attractive village, has the ruins of a castle (adm. 1*d*.) erected to guard the estuary of the *Adur*. One of the houses contains a quaint little museum. — 20 m. *Shoreham*, and thence to (6 m.) *Brighton*, see p. 49.

From Horsham to *Three Bridges*, see p. 45. — Another line runs to (19½ m.) *Guildford* (p. 56) viâ *Rudgwick* (7 m.), *Cranleigh* (11¼ m.; fine 14th cent. church), and *Bramley* (16¼ m.; Bramley Grange, residential hotel), ½ m. E. of which is *Wonersh*, with an old manor-house and a well-restored church.

40 m. *Christ's Hospital, West Horsham.* To the left are the large but somewhat ineffective red brick buildings of *Christ's Hospital*, the famous 'Blue Coat School,' founded in London by Edward VI in 1552 and removed hither in 1902. The boys still wear the ancient costume of blue gowns, knee breeches, and yellow stockings, and go bareheaded. This was the school of Charles Lamb, Coleridge, and Leigh Hunt, and among its earlier pupils were Camden, Stillingfleet, Middleton, and (perhaps) Samuel Richardson. In the dining hall is a large painting by Antonio Verrio depicting the Endowment of the Royal Mathematical School in 1672; and in the chapel are important paintings by Frank Brangwyn. — 45 m. *Billingshurst.* — 50 m. *Pulborough* (Swan; Railway), on the *Arun*, has a large E.E. and Perp. church (brasses).

FROM PULBOROUGH TO MIDHURST AND CHICHESTER, 23 m., L.B. & S.C.R. in 1 hr. (3/, 1/7). — About 3 m. S. of (2¾ m.) *Fittleworth* lies *Bignor*, with the scattered remains of a *Roman Villa (adm. 1/ on Tues. & Sat.; tessellated pavements). — 5½ m. *Petworth* (Swan), with narrow streets and picturesque houses (2489 inhab.), lies 1¾ m. N. of the station (omn.). ***Petworth House** (Lord Leconfield), formerly owned by the great family of Percy, contains some exquisite carvings by Grinling Gibbous, some antique and modern sculptures, and one of the most extensive and valuable private collections of pictures in England, including works by Holbein, Van Dyck, Rembrandt, Rubens, Titian, Claude Lorraine, Gainsborough, Turner, Hogarth, Romney, and many other British and foreign masters (shown on Tues. & Thurs. at 11, 12, 2, & 3). The **Park* is open to the public (view from the Monument). — 11 m. **Midhurst** (*Rfmts.*; *Angel*, R. from 3/; *Spread Eagle*) is interesting for the magnificent remains of **Cowdray Castle*, a Tudor mansion destroyed by fire in 1793 and situated in Cowdray Park, which is open to the public. On Easebourne Hill is the large *King Edward VII Sanatorium* for consumptives (1905). Richard Cobden (1804–65) was born at *Heyshott*, 2½ m. S. of Midhurst, and is buried at *West Lavington*, ¾ m. E. *Trotton*, 3½ m. W., was the birthplace of Thomas Otway (1652–85); the church contains probably the earliest brass in England to a lady (1310; comp. p. 58). From Midhurst to (9½ m.) *Petersfield* (L. & S.W.R.), see p. 61. — 16½ m. *Singleton*, the nearest station to (2 m.) Goodwood Racecourse (p. 67). — 23 m. *Chichester*, see p. 64.

On quitting Pulborough we cross the *Arun*, the valley of which we follow all the way to Ford, now on one side of the stream, now on the other. — 55 m. *Amberley*, a charming village with a ruined castle (14th cent.; l.) of the bishops of Chichester and an interesting church (Norman to Dec.).

The Elizabethan mansion of *Parham* (Baroness Zouche) lies 2½ m. N.E., *Bignor* (see above) 3½ m. W.

58½ m. **Arundel** (*Norfolk Hotel*; *Bridge*, well spoken of; Arundel is famous for its mullet), a quiet country-town (2842 inhab.), clustered round the base of ***Arundel Castle** (Duke of Norfolk), which was founded (possibly as early as the 10th cent.) to protect the gap here made by the Arun in the chalky South Downs. Besieged by Henry I in 1102 and by Stephen in 1130, the castle was finally laid in ruins by the Parliamentarians in 1643–44. The occupied part of the castle was rebuilt at the end of the 18th cent. and has recently been recast in the 13th cent. E.E. style. The ancient *Keep* (12th cent.; restored) is the only part of the old castle shown to the public (Mon. in summer, 1–4; tickets, gratis, at the Norfolk Hotel). Fine view from the ramparts. The ticket admits

also to the *Ducal Dairy*, ½ m. E. The fine *Park*, with *Swanbourne Lake*, is always open (no motors; view from Hiorne's Tower). — The parish church of *St. Nicholas* is a Perp. structure, founded about 1475. The chancel, separated from the rest of the building by a wall, is the private property of the Duke of Norfolk (who is a Roman Catholic). It contains fine monuments of the Fitzalans, the original holders of the earldom of Arundel, which passes with the property and was acquired by the Howard family through marriage in 1580. — The handsome Roman Catholic church of *St. Philip Neri*, in an early-Dec. style with a slender flèche, was built by the late Duke of Norfolk in 1869–76.

Boating on the Arun, especially the trip upstream to the *Black Rabbit Inn*, is a favourite pastime. — A motor-omnibus runs to *Littlehampton* (see below).

We cross the Arun for the last time before reaching (61 m.) *Ford Junction*, where we join the line from Brighton to Portsmouth (p. 50). The tiny church (l.) is Norman and Transitional. A short branch-line runs S.E. to (2 m.) *Littlehampton* (Beach; Norfolk; Terminus), a sea-bathing and golfing resort at the mouth of the Arun. — Beyond Ford the *Trundle* or *St. Roche's Hill* (677 ft.), overlooking Goodwood (p. 67), is seen to the right. 63 m. *Barnham Junction* (Rfmts.), for (3½ m.) **Bognor** (*Rfmts.*; *Royal Norfolk*, R. from 3/6, D. 5/; *Victoria*, 84/ per week; *Beach*; *Clarence House*, a children's hotel, children from 42/, nurse or governess from 52/6 per week), a very popular bathing-resort, with a pier, esplanade, and good shingle beach. At *Felpham*, 1½ m. N.E., are a cottage occupied by William Blake in 1801–4 and the house of William Hayley (1745–1820), the poet, who is buried in the church. — 67½ m. *Drayton*. The spire of Chichester Cathedral is seen to the right.

69½ m. **CHICHESTER** (*Rfmts.*; *Dolphin*, *Anchor*, both in West St., opp. the cathedral; *North House Hotel*, North St., with garden; *Bedford Temperance*; hotels crowded and charges raised during Goodwood Meeting; omn. from the station), a quiet little country-town (12,591 inhab.), is the ancient *Regnum* and betrays its Roman origin in its four main streets, meeting at right angles in the centre of the town. Regnum became the *Cissa's Ceaster* of the Saxons, and after the Norman Conquest William I transferred to it the ancient see of Selsey (established in the 7th cent.; p. 67).

From the railway station we reach the centre of the town viâ Southgate and South Street. The *Museum* (open 11–4; adm. 3*d*.), at the beginning of the latter, to the right, contains Roman relics and natural history specimens. A little farther on, to the left, is the *Canon Gate* (16th cent.), admitting to the precincts of the cathedral.

Inside, to the right, is the *Vicars' Close*, with its fine 14th cent. hall, lately occupied by the *Chichester Theological College*. Canon Lane, skirting the Vicars' Close (with the *Deanery* to the left), leads to *St. Richard's Walk*, a narrow passage named from Bp. Richard de la Wych (p. 66). This brings us to the *Cloisters* (p. 66), from which, turning to the left and passing the *Bishop's Palace* (with a fine mediæval kitchen and E.E. chapel), we may reach the W. entrance of the cathedral.

On the right side of South St., farther on, diverges the *West Pallant*, one of the four streets (N., S., E., and W. Pallant) intersecting the Palatinate or Archbishop's 'Peculiar,' a sort of miniature city within the city. South St. ends at the **Market Cross*, at the meeting of the four main streets, an ornate Perp. structure (c. 1500), somewhat marred by the belfry put up in 1724. On the E. side is a bronze bust of Charles I. To reach the W. entrance of the cathedral we follow West Street from the Cross and turn to the left just beyond the Bell Tower (p. 66).

***Chichester Cathedral** is predominantly an early-Norman building, with Transitional and E.E. alterations and additions. For its dimensions, see p. xlix. The nave is open free until dusk; adm. to other parts of the church 6*d*. Services on week-days at 8, 10, & 4; on Sun. at 8, 10.30, & 3. Visitors enter by the Galilee Porch (E.E.), between the two towers of the W. façade.

History. Begun c. 1090 by Bishop Ralph I (possibly on the site of a Saxon monastery), consecrated in 1108, and partly destroyed by fire in 1114, the cathedral was at once repaired and practically finished by 1123. A second fire in 1186 led to the rebuilding of the clerestory and the addition of stone vaulting. The Norman chancel-apse was replaced by Bishop Seffrid II (1180–1204) by the present square retro-choir. The three porches and the sacristy are of the E.E. period. The outer aisles (unique among English cathedrals; but comp. p. 230) were formed by throwing into one a series of chapels originally added between 1245 and 1280. The upper stage of the central tower, with its plate-tracery windows, belongs to about 1247. The Lady Chapel was completed in 1288–1304. Various windows were inserted in the late-Dec. and Perp. periods. A good deal of damage was done by the Parliamentary iconoclasts in 1643. The graceful spire (277 ft.), recalling that of Salisbury (p. 113) and said to be the only cathedral spire in England visible from the sea, was built in the 14th century. It collapsed in 1861 and was almost at once rebuilt. The N.W. tower, which had to be taken down in 1684, was re-erected in 1901. A thorough restoration of the whole church took place in 1843–66.

Interior. The double aisles of the Nave, which has eight bays, are its characteristic feature. The unadorned arcades and triforium of Bp. Ralph contrast effectively with the light and graceful clerestory of Bp. Seffrid (with its free use of Purbeck marble) and with the Dec. tracery of the outer aisles. The stained glass is modern. The ancient *Chest* at the W. end of the inner N. aisle, near the N. Porch, is said to have been brought from Selsey (p. 67). In the N. aisle are also a statue of Huskisson (p. 212), by Carew; three monuments by Flaxman, including one to William Collins (1721–59), the poet, a native of Chichester; the tomb of Richard Fitzalan, Earl of Arundel (beheaded 1397; restored); and (E. bay) the tomb of an unknown lady (13th cent.). In the S. aisle are the beautiful memorials of Agnes Cromwell and Jane Smith, by Flaxman, and (on the wall near the S. porch) a brass of 1592, the only one spared by the Parliamentarians. The *Pulpit* commemorates Dean Hook (1798–1875), nephew of Theodore Hook and writer of 'Lives of the Archbishops of Canterbury.' — The S. Transept possesses a fine Dec. window filled with poor modern glass. On the N. side of the transept are two curious paintings by Theodore

Bernardi, an Italian artist employed by Bp. Sherborne (1508–36); they represent Ceadwalla bestowing the monastery of Selsey on St. Wilfrid, and the confirmation of this grant made by Henry VIII to Bp. Sherborne. The tomb below, probably that of Bp. Stratford (d. 1362), is sometimes said to be the shrine of St. Richard de la Wych (d. 1253), the fame of which attracted many pilgrims, but this was certainly in the retro-choir. To the W. of this transept is the SACRISTY (E.E.), with the *Chapter House* (Perp.) over it. To the E. is *St. Catharine's Chapel* (Trans.), now used as the chapter-vestry. — The N. TRANSEPT, long used as the sub-deanery, contains a series of portraits of bishops by Bernardi (see above). It is adjoined on the E. by the *Chapel of the Four Virgins*, now the *Chapter Library*. The 'Pious Consultation' of Abp. Hermann of Cologne preserved here contains the autograph of Cranmer, who is said to have used it in compiling the Church of England prayer-book.

The CHOIR is slightly raised above the nave, which it resembles. The oaken *Rood Screen* is a reproduction of the original, made in part with the old material. The *Stalls*, a little later than those at Winchester, have well-carved misericords. The hammered iron screens shutting off the aisles are copied from ancient models. In the S. aisle are two interesting **Sculptured Slabs* representing the Raising of Lazarus and Christ at the Gate of Bethany; these are usually described as Saxon works from Selsey, but are probably of later date. Between them is the tomb of Bp. Sherborne (see above), and opposite is the cenotaph of Dean Hook (p. 65). In the N. aisle is the canopied tomb of a bishop (15th cent.). — The *RETRO-CHOIR, completed by Bp. Seffrid in 1199, is a charming example of the final transition from the massive Norman to the lighter Pointed style. The interval between the fine Purbeck marble piers and their detached shafts is wider than in any other known example. — The E. end of the cathedral is formed by the long and narrow LADY CHAPEL, the three W. bays of which seem partly to have belonged to the original Norman church, and may possibly be 12th cent. work, while the two E. bays were added between 1288 and 1304. In the first two bays are traces of the paintings by Bernardi (see above) which once covered the vaults throughout the church. Two tombs here may possibly be those of Bp. Ralph and Bp. Seffrid (see p. 65).

The CLOISTERS, entered by the South Porch, are Perp. in style and irregular both in position and form. There is no N. walk. The garth is known as the Paradise. In the S. walk is a tablet to William Chillingworth, the 'champion of Protestantism,' who died at Chichester in 1643. — For an ascent of the *Central Tower* special permission is necessary. The *Bell Tower*, a Perp. structure (c. 1370–1476) 120 ft. in height, may, however, be climbed (open 11–3.30; 6*d*.) and commands a fine view. It is the only remaining English example of a detached belfry adjoining a cathedral (comp. p. 113).

Tower Street, opposite the Bell Tower, leads to (5 min.) *North Walls*, a promenade skirting the line of the CITY WALLS, which, though their exact date is unknown, doubtless rest on Roman foundations and indicate the extent of the Roman

CHICHESTER CATHEDRAL

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town. Following North Walls to the right, we soon reach the site of the North Gate, whence North Street leads back towards the Market Cross. Guildhall St., the first turning on the left, leads to the *Priory Park* (adm. 6*d.*), a field containing the E.E. remains of the chapel of a Grey Friars' monastery, known as the *Guildhall*. Here William Blake was tried for 'sedition' in 1804 (he had ejected a soldier from his garden at Felpham, p. 64). From the park-entrance St. Martin's Lane leads S. to (3 min.) **St. Mary's Hospital*, an early foundation now, under an arrangement of 1562, an almshouse supporting eight old women. The great hall has a magnificent timber roof, reaching at the sides to within 6 ft. of the floor. At the E. end, separated by an oaken screen, is the chapel, with old stalls and misericords. The architecture throughout is late E.E. or very early Dec. (late 13th cent.). — Lion St., opposite the arched entrance to St. Mary's, leads us back to North St., on the left side of which, as we approach the Market Cross, is the small *St. Olave's Church*, which stands on Roman foundations and retains a very early round door on the S. side. — The only other church of interest is *St. Andrew's*, just to the N. of East St., which is built above a Roman pavement and contains three piscinæ and the grave of the poet Collins (p. 65). Just below St. Olave's, on the same side, is the *Town Hall*, on the outside wall of which is a Roman inscription recording the erection of a temple to Neptune and Minerva. The stone was dug up in 1723 beneath the spot where it now is.

For one week in the year (that of the last Tues. in July) Chichester may be said to lose its dignity of cathedral town and become merely a convenient starting-point for the fashionable races held on the picturesque racecourse in **Goodwood Park* (views), 4½ m. N. **Goodwood** itself, the seat of the Duke of Richmond, 1 m. nearer Chichester, is shown to visitors at 2, 3, and 4 p.m. on Mon., Thurs., and Sat. in Aug. and Sept., on Thurs. in July, except in race-week, and on Mon. and Thurs. the rest of the year (inquire at Barrett's bookshop, at the Cross). It contains a fine collection of pictures, largely portraits, including works by Van Dyck, Reynolds (*Third Duchess of Richmond), Lawrence (Fifth Duchess), Lely ('La belle Stuart,' the duchess who sat for the figure of Britannia on our copper coins), Romney, and Kneller. We may note also the singular picture known as 'The Cenotaph of Lord Darnley,' the landscapes by the brothers Smith of Chichester, and the relics of Charles I. The park is noted for its cedars. To the N. of the house is a large pheasantry; the stables, kennels, and tennis court are interesting. — **Boxgrove**, 1½ m. S.E. of Goodwood, possesses a highly interesting Benedictine **Priory Church*, the E.E. work of which recalls that of Bp. Seffrid at Chichester (see p. 65). The original building was divided into a monastic and a parish church (the latter now in ruins). The vaulting is of very unusual form. The chief monument is that of Lord De la Warr (d. 1532).

From Chichester to Selsey, 7¾ m., light railway in ½ hr. (10½*d.*, 7½*d.*). This line traverses the peninsula of **Selsey** ('seal's island'), the main interest of which lies in the fact that here St. Wilfrid established Christianity among the S. Saxons (681). St. Wilfrid was followed by a long line of bishops, until the Conqueror transferred the see to Chichester (p. 64). *Selsey* (Marine; Selsey, R. & B. 6/, D. 5/), the terminus of the line, and *Selsey Beach* are visited for sea-bathing. To the S. projects the headland of *Selsey Bill*. At *Pagham*, 1¾ m. E. of *Sidlesham* station, is a small E.E. church, dedicated to St. Thomas Becket.

From Chichester to *Brighton*, see pp. 49, 50; to *Midhurst* and *Pulborough*, see p. 63. Motor-omnibuses ply to *Bognor* (9*d.*) and to *Portsmouth* (1/6).

72½ m. *Bosham.* The quaint fishing-village, 1 m. S. (3½ m. from Chichester), contains a small church of singular interest, which appears in the Bayeux Tapestry, where Harold is shown on his way to hear mass before his ill-starred visit to Normandy. The W. tower, the W. part of the chancel with the fine chancel arch, and possibly the nave (aisles later) date from the time of Edward the Confessor. The chancel (good lancet E. window) was extended in the early-Norman and again in the E.E. period.

Tradition alleges that a young daughter of King Canute was buried in this church, and a small stone coffin was found at the required spot in 1865. Some think Bosham the scene of Canute's command to the waves (comp. p. 81). It is probable that Vespasian had a camp and villa here.

At (76½ m.) *Emsworth* we enter *Hampshire* (p. 72). The Isle of Wight comes into view on the left. — 78 m. *Havant*, and thence to (85½ m.) *Portsmouth*, see p. 61.

PORTSMOUTH (pop. 231,141), situated in the island of Portsea, with a magnificent harbour entered from the famous roadstead of Spithead (p. 85), is the chief naval station of England and, as may well be supposed, is very strongly fortified, both landward and seaward. The name includes, on the E., the towns or districts of *Landport*, largely inhabited by dockyard hands, and *Southsea*, the most attractive residential district, and, on the W., *Portsea* and *Portsmouth* proper, the chief centres of the naval and military activity. The last contains less than one-tenth of the aggregate population. *Gosport* (p. 71), on the other side of the harbour, is practically another part of Portsmouth.

Railway Stations. *Portsmouth Town* (Pl. C 5, 6; Rfmts.), in Landport, near the Town Hall; *Portsmouth Harbour* (Pl. C 2, 3), on Portsea Hard, connecting with the wharf of the Isle of Wight steamers; *Fratton & Southsea* (Pl. C 7; Rfmts.), on the E. side of the town, for N. Southsea; *East Southsea* (Pl. F 7), near the South Parade Pier; *Gosport* (Pl. C 1) and *Gosport Road*, on the other side of the harbour.

Hotels. In Southsea (in many ways the most pleasant for ordinary travellers): Queen's (Pl. i; E 5), R. from 6/, L. 3/6, D. 5/6; Grosvenor (Pl. k; E 5); Royal Pier (Pl. l; D 4, 5); Royal Beach (Pl. m; F 7), opposite the S. Parade Pier; Strathearn Mansions (pens. from 8/6), Sandringham House, Carlton, Solent House, and many other private hotels and pensions. — In Portsmouth: George (Pl. a; D 4), 29 High St.; Dolphin (Pl. b; D 4), High St. — In Portsea: Keppel's Head (Pl. c; C 3), on the Hard; Totterdell's (Pl. d; C 4), St. George's Sq. — In Landport: Grand Central (Pl. e; B 5), Commercial Road; Bedford (Pl. f; B 5), Sussex (Pl. h; C 5), Speedwell (temp.; Pl. g; B, C 5), unpretentious houses near the Town Station.

Post Office (Pl. C 5), Commercial Road.

Cabs. From the rail. station to any point in Portsmouth proper and Portsea, 1/; to Southsea Castle and South Parade, 1/6; to Eastney Barracks and Eastern Parade, 2/; to Fort Cumberland, 2/6. Per hour 2/, each ¼ hr. addit. 6*d*. Motor-taximeter cabs 1/ per mile. Fare-and-a-half between 10 p.m. and 6 a.m.

Electric Tramways (fares 1*d*.–3*d*.) traverse most of the principal thoroughfares and run to the principal suburbs. *Circular Route* from the Town Hall (Pl. C 5) viâ Landport Terrace (Pl. D 5), Western Parade (Pl. E 5). Clarendon Road (Pl. E, F 6), Waverley Road (Pl. E 7), Fawcett Road (Pl. C, D 7), Fratton Road (Pl. B, C 7), and Kingston Road (Pl. A 7) to North End, and back to the Town Hall viâ Commercial Road (Pl.

A, B 5, 6). — From Cosham (p. 71; a tramway terminus) a LIGHT RAILWAY runs to the *Royal Alexandra Hospital*, *Portsdown Hill* (1*d.*), *Waterlooville*, and (6 m.) *Horndean* (5*d.*). MOTOR OMNIBUS to *Chichester* (1/6) and *Bognor* (2/).

Steamers ply to the *Isle of Wight* (see p. 84) and to *Southampton* several times daily. Excursion steamers often run to *Brighton*, *Bournemouth*, and other points. — STEAM FLOATING BRIDGE from Portsmouth Point (Pl. D 3) to *Gosport* every ½ hr. (1*d.*); STEAM LAUNCHES to *Gosport* every 10 min. from Portsmouth Point (1*d.*) and every 6 min. from the Harbour Station (Pl. C 3; ½*d.*).

Amusements. *Theatre Royal* (Pl. C 5), Commercial Road; *Princes Theatre* (Pl. B 6), Lake Road; *King's Theatre* (Pl. E 6), Albert Road (varieties); *Empire Palace* (Pl. B 5), Edinburgh Road; *Hippodrome*, Commercial Road. — *Concerts* at the Town Hall, Portland Hall, the Pier Pavilions, etc. *Military Bands* on the Piers and in Victoria Park (see below). — *Swimming Club Stages* (Pl. E 4); ticket 1/6 per week. — *Boats* for hire at Portsea Hard and on Southsea Beach.

History. A small town existed at the mouth of Portsmouth Harbour soon after the Conquest, but the real importance of Portsmouth may be dated from the reign of Henry VIII, when the dockyard was first regularly established (1540).

The distinguished natives of Portsmouth include *Charles Dickens* (1812–70; see below), whose father was a clerk in the Dockyard; *George Meredith* (1828–1909; see p. 70); *Sir Walter Besant* (1836–1901); *Isambard Brunel* (1806–59), the engineer; and *Jonas Hanway* (1712–86), the philanthropist. Its associations with *Lord Nelson* and other naval heroes are innumerable; and the visitor may be reminded of its frequent appearance in the novels of Capt. Marryat (comp. p. 70). Mr. Crummles (in 'Nicholas Nickleby') lived in St. Thomas's St.; Nicholas and Smike in two small rooms, up two pair of stairs and a ladder, at a tobacconist's shop on the Common Hard.

As we emerge from the *Town Station* (Pl. C 5, 6), in Commercial Road, the large **Town Hall** (Pl. C 5; shown daily 11–3, on Sat. 9–4), a dignified classical building of 1890, with a clock-tower 240 ft. high (ascent 6*d.*), rises conspicuously on our left. The statue of Queen Victoria in front of it is by Alfred Drury (1903). Commercial Road, running thence to the S.W., is continued to High St. (p. 70) by Cambridge Road, to the right of which are the *United Service Recreation Grounds* and to the left the grounds of *Government House*. — Park Road (Pl. C 4, 5), skirting the S. side of the Town Hall and passing the *Municipal College & Public Library* and the *Corporation Baths*, leads W. to Portsea Hard and the Royal Dockyard (see below).

VICTORIA PARK (15 acres), to the N. of the Town Hall, contains monuments to Admiral Napier (1786-1860) and others; and on its N. side is the Roman Catholic *Cathedral* (Pl. B 5), an unfinished building of red brick, with a good rose-window. — Farther N., at No. 393 Commercial Road (10 min. from the station; tramway), is the **Dickens Museum** (Pl. A 5; open free daily 10.30–8, on Fri. and in winter 10.30–6), in the house in which Charles Dickens was born in 1812. — In the graveyard of *St. Mary's* (Pl. B 7) is a memorial to the crew of the 'Royal George' (p. 71).

On Portsea Hard are the *Harbour Station* (Pl. C 2, 3), the *Royal Sailors' Home* (1860), the *Sailors' Welcome* (1879), and the main entrance to the—

***Royal Dockyard** (Pl. A, B 3; open free 10–1 & 1.30–4, on Sat. 10–1; foreigners require special permission). This, a town in itself, covers an area of over 300 acres and comprises 15 dry docks, 62 acres of fitting and repairing basins, 6000 yds. of wharfage, 10 miles of railway, a Naval College,

Admiralty House (the residence of the Commander-in-Chief), a museum (with figure-heads of ships, models, and relics), and a church with the bell of the 'Royal George' (see p. 71). Many of the permanent establishments and building operations shown to visitors by the guide are of great interest.

To the N. of the Dockyard is Whale Island, occupied by the *Naval Gunnery School*, the officials of which are commissioned to an imaginary vessel known as H.M.S. 'Excellent.'

At the S. end of Portsea Hard is the castellated entrance to the *Gun Wharf* (Pl. C 4), about to become the chief British torpedo establishment. At present (open 10–2 & 2–4) it has stores of guns, rifles, and shells, and a collection of old guns and other relics. — Highbury St. (Pl. D 4), running S. to High St., contains the house of John Pounds, the cobbler who established the first ragged school (1819).

High Street (Pl. D 4) is the chief street of Portsmouth proper. No. 10, on the E. side, near the N. end, is *Buckingham House* (tablet), formerly the Spotted Dog Inn, where the first Duke of Buckingham (the 'Steenie' of James I) was assassinated by a disappointed officer named John Felton in 1628. On the same side of the street is the *George Hotel* (p. 68), where, in Room 15, Lord Nelson spent the night before embarking on his last voyage. No. 73 (tablet) was the birthplace of George Meredith in 1828. On the right is the church of *St. Thomas Becket* (Pl. D 3, 4; entr. in St. Thomas St.), founded towards the end of the 12th cent., from which period date the chancel and transepts. In the chancel is a large monument to the Duke of Buckingham (see above). Opposite the church is the *Museum* (open free daily, 10.30 to 7), containing drawings and photographs of local interest and other collections. At the foot of High St. are the *Soldiers' & Sailors' Institute* (in the old *Fountain Inn*, familiar to readers of Marryat) and the entrance to the *Victoria Pier* (adm. 1*d.*).

Broad St. runs hence N.W. to the *Point* (Pl. D 3; ferry, see p. 69), on the narrow entrance to the harbour. On the way thither we pass a house said to occupy the site of the 'Blue Posts' in 'Peter Simple'; and at the Point is the *Star & Garter Hotel*, once frequented by Nelson, Hardy, Keppel, and many other naval heroes.

Portsmouth Harbour (Pl. A 2–4), less than 300 yds. wide at its entrance, expands into a noble basin, 4 m. long and 2 m. broad, affording secure anchorage for the largest vessels. Off the Dockyard is moored the old 'Victory' (Pl. C 2, 3), Nelson's flagship at Trafalgar, maintained as far as possible in her original condition. She is open to visitors (9.30–3.30), who are shown the spot where Nelson fell and the cockpit in which he breathed his last. A visit may be paid also to the training-ship '*St. Vincent*' (Pl. D 2; 9.30–3.30, Sat. 9.30–12.30). A boat may be hired at the Hard (p. 69; return-fare 1/).

Turning to the left (S.E.) at the S. end of High St., we reach the *Grand Parade*, the *Saluting Platform* (Pl. D, E 4; view of the harbour and Spithead), and the *Garrison Church* (Pl. D 4), a good E.E. structure, originally forming part of a hospital ('Domus Dei') of the 13th cent., and judiciously restored by Street. Charles II was married to Catherine of Braganza in

this church in 1662. It contains 42 carved oaken stalls, commemorating naval worthies. Adjacent, in Pembroke Gardens, is a gun from the 'Royal George,' which sank with Adm. Kempenfelt and "twice four hundred men" in 1782, while being careened in Spithead, off Southsea.

We now enter **Southsea** (Pl. D 6, 7; hotels, p. 68), a fashionable watering-place and a favourite residence of retired naval and military officers, commanding views of the Isle of Wight and of the shipping in Spithead. Along the sea-front extends a fine *Esplanade*, backed by *Southsea Common*, used for military drills and reviews. Among the memorials on the Esplanade are the anchor of the 'Victory' (p. 70), a column to the men of the 'Chesapeake,' the 'Aboukir' Monument, and the Crimean Monument. At the N.W. or Portsmouth end of the Esplanade projects the *Clarence Esplanade Pier* (Pl. E 4; adm. 2*d.*), with a fine concert-hall, and 1 m. from this is the *South Parade Pier* (Pl. F 7; adm. 2*d.*), with its large pavilion and other attractions. Between the piers is *Southsea Castle* (Pl. F 5), an erection of Henry VIII transformed into a modern fort; and near the S. Parade Pier is the *Canoe Lake* (for model-yacht sailing). Farther E. are *Lumps Fort*, *Eastney Barracks*, and *Cumberland Fort*.

Opposite Portsmouth, on the other side of the harbour (ferries, see p. 69; rail. stations, see p. 68), lies **Gosport** (*Star*), a town of 33,300 inhab., most of whom are connected with the **Royal Clarence Victualling Yard** (Pl. B 1, 2; open free, 10–4; special permit), containing an enormous store of provisions and clothing for the navy. Adjoining the Yard are the large *Gosport Barracks*. Near the Gosport Hard is the church of the *Holy Trinity* (Pl. D 2), containing an organ brought from Canons, in Middlesex, where Handel used to play it when private organist to the Duke of Chandos. *Haslar Bridge* (toll 1*d.*) leads hence to *Haslar Hospital* (Pl. E 1), with accommodation for 2000 soldiers and sailors. It contains a museum (open free, 1–4), with curiosities and objects of natural history. At the end of the Haslar Sea Wall is *Blockhouse Fort* (Pl. D 2), protecting the entrance to Portsmouth Harbour. — For *Stokes Bay* and *Lee-on-the-Solent*, see p. 78.

From Portsmouth to Southampton, 25 m., L. & S.W.R. in 1–1½ hr. (4/, 2/1). [In fine weather travellers are advised to prefer the steamer (1½ hr.; 2/2, 1/8).] — On leaving Portsea Island the train passes (4¼ m.) *Cosham* (to Havant, see p. 61) and skirts the base of *Portsdown Hill* (400 ft.), crowned by the Portsmouth forts (light railway, see p. 69). — 7¼ m. **Portchester** or *Porchester* (*Crown*; *New Inn*), i.e. *Portus Castra*, was the site of a Roman military station, the remains of which are of great interest. Within the Roman walls (as at Pevensey) the Normans built an important **Castle* (N.W. angle; adm. 3*d.*). The keep (view) dates from the early 12th cent., the adjoining buildings from the 14th. The church, in the S.E. angle of the enclosure, was founded in 1133, but has been partly rebuilt. On Portsdown Hill, to the N., is a *Monument to Nelson*, 150 ft. high, erected by his comrades at Trafalgar. — 10½ m. **Fareham** (*Red Lion*), a busy little market-town and seaport (9674 inhab.), is the junction of lines to *Eastleigh* on the N. (see p. 78), *Gosport* and *Stokes Bay* on the S. (see p. 78), and *Alton* (see p. 79) on the N.E. *Boarhunt*, with a late-Saxon church, is 3 m. N.E. About 2 m. W. of Fareham is *Titchfield*, with a large and interesting church (Saxon to Perp.; fine Elizabethan monument of the Southampton family) and the remains of *Titchfield House*, built by the first Earl of Southampton in the 16th cent. on the site of Titchfield Abbey (1232). — 14 m. *Swanwick*; 16 m. *Bursledon*: 18 m. *Netley*, for Netley Abbey (p. 83); 22 m. *Bitterne*, with some remains of the Roman *Clausentum* in the grounds of Bitterne Manor. — 23 m. *St. Denys* (p. 78). — 25 m. *Southampton*, see p. 80.

From Portsmouth to *Chichester* and *Brighton*, see pp. 49, 50; to the *Isle of Wight*, see p. 84.

12. FROM LONDON TO SOUTHAMPTON.

Motor Routes. *A.* Viâ Basingstoke and Winchester, 74 m. We follow the Hammersmith Road (Pl. B 12) and run viâ *Brentford* and *Hounslow* to (17 m.) *Staines* (p. 283). — 1 m. *Egham* (p. 283). — 2½ m. **Virginia Water** (p. 59). — 5½ m. *Bagshot* (p. 283). — 19 m. *Basingstoke* (p. 73). — 17 m. **Winchester** (p. 73). — 1 m. *St. Cross* (p. 78). — 11 m. **Southampton** (p. 80).
B. Viâ Guildford and Winchester, 79 m. By the Portsmouth road to (29 m.) **Guildford,** see p. 58. — 10 m. *Farnham* (p. 79). — 9 m. *Alton* (p. 79). — 1 m. *Chawton* (p. 79). — 8 m. *Alresford* (p. 80). — 4 m. *Itchen Abbas* (p. 80). — 6 m. **Winchester** (p. 73). Thence as above.

A. VIÂ BASINGSTOKE AND WINCHESTER.

79 m. L. & S.W.R. from *Waterloo* in 1¾–3½ hrs. (13/ 6/6) ; to (66½ m.) *Winchester* in 1½–2½ hrs. (11/, 5/6). This is the route of the boat-trains in connection with the ocean liners.

From London to (24½ m.) *Woking*, see Rte. 11A. To the right are *Woking Barracks* and the *Brookwood Lunatic Asylum* ; to the left (farther on) lies *Woking* or *Brookwood Cemetery*, a huge necropolis. — 28 m. *Brookwood* is the junction of an alternative line to Winchester (see Rte. 12B) and of a short spur-line to (1 m. N.) *Bisley Camp*, the successor of Wimbledon as the annual meeting-place (July) of the National Rifle Association. We pass from Surrey (p. 53) into Hampshire.

Hampshire, or **Hants,** an undulating county of low hills, rolling downs, and fertile valleys, is famous for its woodland scenery, culminating in the New Forest (p. 95). Yew trees are so numerous as to be called the 'weeds of Hampshire.' Except in the Isle of Wight (Rte. 13), which is included in the county, the coastline is comparatively tame. Hants, containing the ancient capital of Winchester (p. 73), was the original Wessex, the nucleus of the future kingdom of England. Izaak Walton is an immortal memory along the river-banks of Hampshire ; it is the county of Gilbert White (p. 79) ; and it claims to be the birthplace of cricket (p. 80).

33¼ m. *Farnborough* (Queen's) is 1 m. W. of the Farnborough station on the S.E. & C.R. (p. 58), both being stations for Aldershot Camp (p. 78). On Farnborough Common (l.) is an important station of the *Royal Air Force*. Napoleon III and the Prince Imperial are buried in a chapel (on the left, above the railway) built in 1887 by the Empress Eugénie, who resides at *Farnborough Hill* (to the left of the line). — 36½ m. *Fleet*, on *Fleet Pond* (130 acres), which once provided fish for the monks of Winchester. — 40 m. *Winchfield*. About 3½ m. N. is **Bramshill Park* (Sir Anthony Cope ; adm. in summer on application), one of the most striking Jacobean mansions in England (1612), with broad balustraded terraces, quaint old gardens, and fine oaks and yews. Bramshill is in the parish of *Eversley* (1 m. N.), of which Charles Kingsley was rector from 1842 till his death in 1875 ; he is buried in the churchyard ('Amavimus, amamus, amabimus'). — *Odiham* (George, with Jacobean panelled room, D. 3/6), 2 m. S. of (42¼ m.) *Hook* (omn. 9*d.*), still has its stocks and whipping-post. The church (E.E. to Perp.) contains brasses and a curious font. At *Odiham Castle*, 1 m. W., King David of Scotland was confined (comp. p. 490). — We now pass the village of *Basing* (with a handsome church ; l.) and the remains of *Basing*

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House (r.), built by the first Marquis of Winchester (16th cent.) and famous for its stout resistance to the Parliamentarians for four years, finally yielding to Cromwell himself (1645).

48 m. **Basingstoke** (*Rfmts.*; *Red Lion*; *Wheatsheaf*), a thriving market-town (11,540 inhab.), is the junction of lines to Salisbury (Rte. 16) and to Reading (p. 293), and of a light railway to Alton (14½ m.; p. 79). Close to the railway station, in an old 'liten' or graveyard said to owe its origin to the Interdict of 1207, which closed the ordinary graveyards, are the interesting ruins of the *Holy Ghost Chapel* (1525). The church of *St. Michael* is a good specimen of a late-Perp. town church (16th cent.). Basingstoke Canal, see p. 296.

Sherborne St. John, 2 m. N. of Basingstoke, has an interesting church. About 1 m. farther N.E. is the *Vyne*, a mansion of the 16th cent., enlarged by Inigo Jones, with a chapel much lauded by Horace Walpole (stained glass brought from France in 1544).

Beyond Basingstoke our line bends to the left (S.) and ascends the chalk downs. On the left is *Steventon*, where Jane Austen (1775–1817) was born. — 58¼ m. *Micheldever* (400 ft.; village 2½ m. S.). *Stratton* (Earl of Northbrook), 2 m. S.E. of the station, contains some good pictures.

66¼ m. **WINCHESTER,** one of the great historical cities of England (23,378 inhab.), once the capital of the kingdom, and famous for its cathedral and its school, is situated at the base and on the slope of a hill rising from the *Itchen*. It is of some importance as a military depot.

Railway Stations (1 m. apart; cabs and omnibuses at both). *L. & S.W. Station* (Pl. A 1, 2; Rfmts.), on the N. side of the town; *G.W. Station* (Pl. C 4), on the E. side, near the foot of High St.

Hotels. George (Pl. B 2), High St.; Royal (Pl. B 2), St. Peter's St., with garden; Black Swan (Pl. B 2), High St.; God-Begot Hostel (Pl. B 2), High St., private hotel, pens. 12/6; Oriel (Pl. A 2), temperance, City Road.

Restaurants. *Dumper's*, High St.; *Regent*, Jewry St.; *Norman Palace Tea Room*, by the City Cross.

Cab from either station to a hotel 1/; to the other station 1/6; per hr. 3/, each extra ½ hr. 1/3; each piece of luggage carried outside 2*d*.

Post Office (Pl. B 3), Parchment St., off High St.

History. Winchester, which in 1897 celebrated the 1000th anniversary of its civic institutions, is the successor of the British settlement of *Caer Gwent*, the Roman town of *Venta Belgarum*, and the Saxon *Winieceaster*, which became the capital of Wessex in 519 and saw Egbert crowned as first king of all England in 827. Christianity was introduced by Bp. Birinus in 634, though the bishopric was not founded till 40 years later (comp. p. 74). Winchester was the capital of Alfred and of many of his successors, including Canute and the Danish kings; Edward the Confessor was crowned in the old minster in 1043; and William the Conqueror made the city a joint capital with London and was crowned in both, an example followed by several of his successors. In commerce Winchester was long the rival of London, reaching its zenith in the 12th cent., but by the time of Henry VIII its famous wool industry had died out. Here Henry III (Henry of Winchester) was born in 1207, and here in 1100 Henry I, in 1402 Henry IV, and in 1554 Mary and Philip of Spain were married. Winchester was captured by Cromwell in 1645, after the battle of Naseby. — The *Treaty of Winchester* (1153) ended the struggle between Stephen and Henry I; the *Statute of Winchester* (1285) was a kind of early militia act.

From the *L. & S.W. Station* (Pl. A 1, 2) we reach the *West Gate* (Pl. B 2), at the top of High St., either by way of a footpath and Upper High St. (obelisk referring to the plague of 1666)

or viâ Sussex St. The gate is a good specimen of the military architecture of the 13th cent. (windows later); it contains a small museum (free). Castle Hill (r.) leads to the **Great Hall* (Pl. B 2; fee), part of the castle begun by William the Conqueror and enlarged and completed by Henry III (1235). It is a fine example of the domestic architecture of its time, with aisles and clustered columns of Purbeck marble and beautiful two-light windows. At the W. end, above the remains of the royal dais, hangs the so-called 'Round Table of King Arthur' (17 ft. in diameter), a relic known to have existed in the 13th cent. and possibly older; it was repainted in the reign of Henry VIII. — Behind the Hall are extensive *Barracks* (Pl. B, C 1, 2), on the site of a palace begun by Wren for Charles II, the only completed part of which, after many vicissitudes, was burned down in 1894. — We descend the picturesque HIGH STREET, passing (l.) the *George Hotel* (originally established about 1500) and the *God-Begot Hostel* (No. 101), a Tudor house with a modern half-timbered façade. The *City Cross* (Pl. B 2), or *Butter Cross*, dates from the 15th century. [A passage on the right leads hence to the cathedral (see below).] Farther on is the *Piazza* or *Pentice*, with overhanging gables, barge boards, and moulded ridge-tiles. *St. Maurice's Church* (r.) has a Norman doorway in its tower. On the same side, at the foot of the street, is the *Guildhall* (Pl. C 3), by Sir G. G. Scott (1873), opposite which is a bronze statue of King Alfred, by Hamo Thornycroft (1901). On the other side of the street is the *Chapel of St. John's Hospital* (13th cent.). Adjacent to the Guildhall are the *Abbey Grounds* (Pl. C 3), on the site of 'Nunnaminster,' a convent for Benedictine nuns, founded by Alswitha, wife of King Alfred.

***Winchester Cathedral** (Pl. C 3), dedicated to St. Peter, St. Paul, and the Holy Trinity, is a building of high architectural interest, though disappointing at first sight owing to its unimposing W. front and the absence of a lofty tower. It is the longest mediæval church in Europe (526 ft.; St. Peter's at Rome 614 ft.) and ranks fifth in point of area among English cathedrals (comp. p. xlix). The best external view is from the N. side. The *West Front* (by which we enter) is approached by a fine avenue of elms. The nave is open free; adm. to the choir 6*d*.; ascent of the tower 6*d*. Services on week-days at 10 & 4, on Sun. at 8, 9.30 (garrison service), 11, 3.15, & 4.

HISTORY. The original cathedral of the Kings of Wessex (7th cent.; see p. 73) was enlarged by *St. Swithin* or *Swithun*, Bp. of Winchester, in 852–862, and largely rebuilt by *Bishop Ethelwold* in the 10th century. The remains of St. Swithin were then transferred from the churchyard to a golden shrine within the church; and it is the legendary delay of this removal, caused by forty days of rain, that accounts for St. Swithin's control of the weather after July 15th. The present building, begun by *Bp. Walkelin* "from the foundations" in 1079, occupies nearly the same site as this Saxon church, which was pulled down in 1093. Walkelin's superb Norman erection received additions in the Pointed style from *Bp. Godfrey de Lucy* (1189–1204). *Bp. Edington* (1346–66) rebuilt the W. front and began the transformation of the nave from Norman to Perp., which was mainly carried on by the great *Bp. William of Wykeham* (1367–

1404; pp. 77, 283) but actually completed by *Bp. Waynflete* (1447–86). The arduous task of underpinning the foundations of the cathedral, which the original builders had not carried down to sufficiently firm ground, was satisfactorily accomplished in 1905–12 by *Sir T. G. Jackson* and *Sir Francis Fox* at a cost of £113,000.

Interior. The core of the interesting and imposing *NAVE, with its thick walls, bold vaulting, and massive piers, is substantially the work of Walkelin. The two W. bays on the N. side and the W. bay on the S. side were rebuilt by Bp. Edington (p. 74) and the remainder, including the arcades, was transformed by Bp. Wykeham into the new Perp. style. This was done without pulling down the old 11th cent. work; the Gothic mouldings of the S. piers are simply cut in the Norman stones. The main arcade and clerestory were greatly enlarged, while the triforium was reduced to the present beautiful little balcony. Most of the windows are very graceful. Fragments of the early Perp. glass remain in the aisles and clerestory and in the great W. window. The magnificent lierne vault bears the arms of Bp. Beaufort and Bp. Waynflete, who completed the nave. — In the S. arcade of the nave are the two earliest of an unsurpassed series of *Chantries*, which illustrates the development of architecture from 1366 to 1555. *Bp. Edington's Chantry* (p. 74) is near the E. end. Succeeding it in date, and far surpassing it in splendour, is **Wykeham's Chantry*, in the fifth bay from the W. end, with the effigy of the great architect and statesman (d. 1404; figures in the niches restored, 1893). On the wall of the N. aisle, opposite the Wykeham Chantry, is a brass tablet to Jane Austen (pp. 73, 77), who lies beneath the pavement at this spot. — In the middle bay on this side stands the *Norman Font* of Tournai limestone (12th cent.; comp. p. 515), carved with the story of St. Nicholas. At the W. end of the N. aisle is a stone *Cantoria*, or minstrel gallery. The door below has an iron **Grille* (11th or early 12th cent.), which used to admit to the shrine of St. Swithin in the feretory (see p. 76).

The massive *TRANSEPTS remain much as Walkelin left them (1070–98) and represent the vast scale of his design. Later Norman work (distinguished by the finer masonry) is a rebuilding necessitated by the fall of Walkelin's central tower in 1107, popularly attributed to the burial beneath it of the hated King William Rufus in 1100. Under the organ-loft of the N. transept is the *Chapel of the Holy Sepulchre* (12th cent.; 13th cent. *Wall Paintings of the Life and Passion of Christ). The W. aisle was screened off in 1908 as the *Epiphany Chapel* (Burne-Jones windows). The S. transept is rendered less impressive than the N. arm by the enclosure of the aisles, forming (E.) *Prior Silkstede's Chapel* (1524) and the *Venerable Chapel* (elaborate iron-work) and (W.) the *Treasury of Henry de Blois* (1129–1171). Izaak Walton (1593–1683), who died in a house that stood in the Deanery garden, lies beneath a tablet in Silkstede's Chapel.

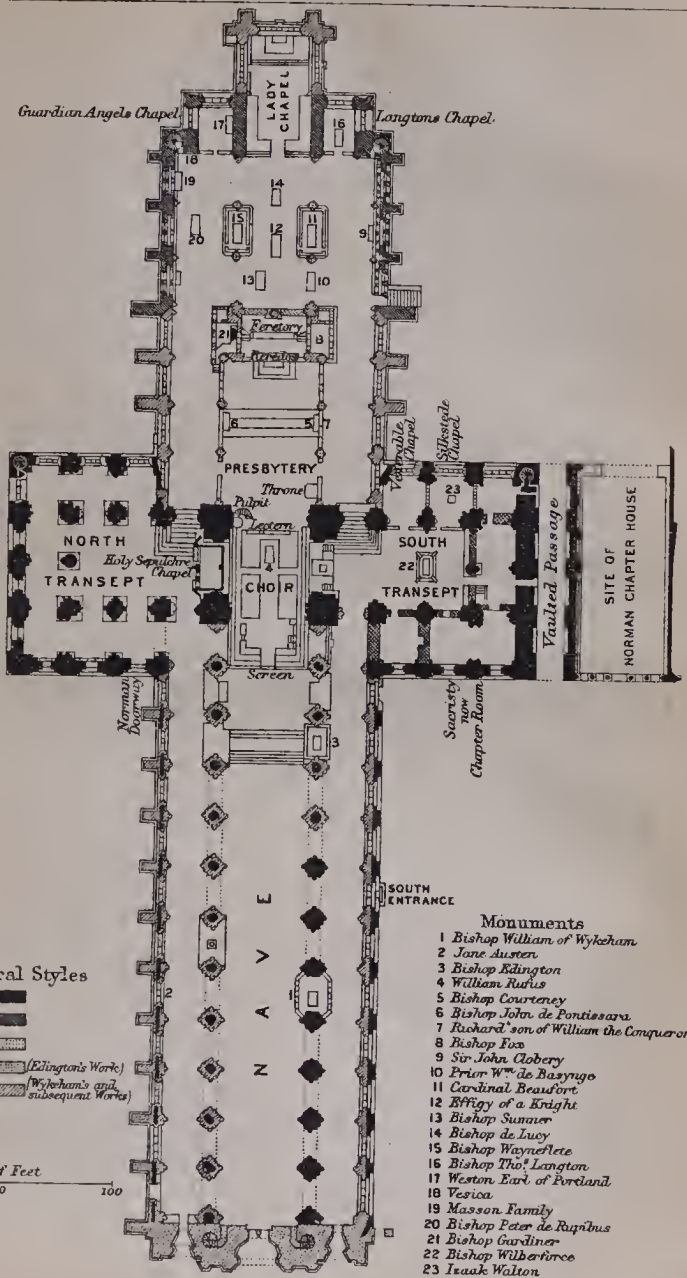
The CHOIR is separated from the nave by an oak screen designed by Sir Gilbert Scott. The excessive dimensions

of the tower-piers is the result of their strengthening after the fall of the tower (p. 75). Under the tower is a marble tomb which long passed for that of William Rufus. The magnificent **Stalls* (c. 1305), with their vigorous misericords, are the oldest cathedral-stalls in England except some fragments at Rochester (p. 18); the desks and stools of the upper tier date from 1540. The pulpit was given by Prior Silkstede (c. 1520); the bishop's throne is modern. The piers, arches, and clerestory of the *Presbytery* (prolonging the choir towards the E.) were rebuilt early in the 14th century. Bp. Fox (1501–28) rebuilt the outer walls of the presbytery aisles, inserted the tracery of the clerestory and E. window, and put up the wooden lierne vault. To him are due also the screens between the presbytery and the aisles, which now bear six mortuary chests, containing the bones of Canute, William Rufus, and the Anglo-Saxon monarchs buried in the crypt. The E. window has fine glass of c. 1525. The great *Reredos*, perhaps begun by Card. Beaufort (d. 1447), was terribly mutilated at the Reformation, but was restored and equipped with modern statues in 1884–91. There is, however, some fine original work in the spandrels of the doors. On the E. side of the reredos is the *Feretory*, a place for the 'feretra' or shrines for the relics of saints. Those of SS. Swithin and Birinus (pp. 74, 73) doubtless occupied the raised platform against the E. wall. To the left (N.) and right (S.) of the feretory are the *Chantries of Bp. Gardiner* (1555) and *Bp. Fox* (1528). To the E. lies the large Retro-Choir of three bays, with a *Lady Chapel* beyond. With the exception of the 15th cent. elongation of the Lady Chapel the work is by *Bp. De Lucy* (1189–1204) and (together with the Chapel of the Holy Sepulchre) is the earliest Gothic work in the cathedral and (saving Lincoln choir) perhaps the earliest purely Gothic work in England (comp. Chichester, p. 65). On the E. wall of the feretory, at the W. end of the retro-choir, are nine exquisite niches, and below is the entrance to the 'Holy Hole,' or vault below the feretory. In the aisles are the *Chantries of Bp. Waynflete* (1486; N.) and *Cardinal Beaufort* (1447; S.). The admirable woodwork and the mural paintings from the 'Life of the Virgin' (both in the Lady Chapel) are late 15th cent. work. The chapel to the S. was fitted up as a chantry by *Bp. Langton* (1501). Its woodwork is remarkable. Here is kept 'Queen Mary's Chair' used by the unhappy queen on her marriage with Philip II of Spain (p. 73). The late 12th cent. *Chapel of the Guardian Angels* (N.) contains the tomb of Richard Weston, Earl of Portland (d. 1635), a masterpiece of the French sculptor *Le Sueur*.

The Crypt, entered from the N. transept, is in three parts. The first two of these are Norman, of the same date and character as the transepts. In the first and larger is a *Well* of unknown antiquity. The rectangular E. crypt is E.E. (1189–1204).

Over the passage between the S. transept and the Norman arches of the old Chapter House is the *Library* (1668), containing 4000 printed vols. and some rare MSS.; its chief treasure is a magnificent illuminated Vulgate in three folios (12th cent.).

WINCHESTER CATHEDRAL



yright

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From the S.W. corner of the W. façade a passage called the *Slype*, or *Dark Arch*, constructed in 1636 as a substitute for the right of way through the cathedral, leads to the beautiful and spacious *Close*, on the S. side of the building. Anagrams on the W. and E. arch of the Slype refer to its use. The Close is in part surrounded by the ancient monastery walls. The *Deanery*, approached by a vestibule of three arches (c. 1250), includes the Prior's Hall (15th cent.).

We leave the close at the S.E. angle and pass through the 13th cent. *King's Gate* (Pl. C 3), over which is the church of *St. Swithun* (rebuilt in the 16th cent.). We then turn to the left into College Street, on the right (S.) side of which is the house in which Jane Austen died (tablet). On the same side is the great gateway (1394 ; good figure of the Virgin) of ***Winchester College** or *St. Mary's College* (Pl. D 3), founded by William of Wykeham in 1382 and thus the earliest great public school in England (porter's lodge to the right ; fee). The first stone of the chapel was laid in 1387, and the buildings were occupied in 1396. The school is allied with New College, Oxford (p. 311), founded by Wykeham in 1379. Besides the 70 foundation scholars, who live in college, there are about 350 'Commoners,' living in masters' houses.

Visitors are shown two quadrangles, surrounded by the old school buildings and domestic offices of Wykeham. In the passage to the *Kitchen* is a curious figure of the 'Trusty Servant,' placed there in the 16th cent. and repainted in 1778. The lavatory and boot-cleaning room are known as *Moab* and *Edom* (Ps. lx. 8 and cviii. 9). The **Chapel* retains its original fan-tracery ceiling of wood. The *Junior School Chapel* (1420), originally a chantry-chapel, was long used as the library. The *Dining Hall* has a fine oaken roof. The *Cloisters* (Perp.) are carved with the names of Bp. Ken (1656) and many other notable Wykehamists. The *Audit Room*, *Brewhouse*, *'Seventh Chamber'* (old school-room), and *Muniment Room* are also interesting. Extensive modern buildings lie to the W. of the old, and large memorial buildings for 1914–18 are designed. — The *Cricket Field* lies by the river.

On the left (N.) side of College St. are the ruins of *Wolvesey Castle* (Pl. C 3 ; open free), the original bishop's palace, dating from 1138 but incorporating some earlier material. Queen Mary lodged here before her marriage with Philip (p. 73). Adjacent is the *Diocesan Church House*, occupying a wing of the episcopal Wolvesey Palace built by Wren, the rest of which was pulled down in 1800.

Hence we may go on, skirting the river, to the *Soke Bridge* (Pl. C 4), at the foot of the High St. (p. 74). On the other side of the river rises *St. Giles's Hill* (Pl. C 5), the top of which (¼ hr.) commands an admirable view of the city. *St. Peter's Church* (Pl. C 4), in Cheselhill Street, at the foot of the hill, is of various styles from Transition to Perp. and is unusual in its nearly square plan. *St. John's Church* (Pl. C 4), ¼ m. N., equals St. Peter's in its architectural range and has aisles wider than the nave.

To the N.W. of the cathedral, in the Square, is the *City Museum* (Pl. C 2 ; open 10 to 4, 5, or 6). — Jewry St., leaving the High St. by the George Hotel, and its prolongation Hyde St. (Pl. A 2) lead to the (½ m.) insignificant remains of *Hyde Abbey* (Pl. A 3). This house, originally known as the *New Minster*, was founded in 901 near the cathedral and removed to its present site c. 1110. The monks brought with them the body of King Alfred, but its resting-place is now unknown. — Near by is *St. Bartholomew's Church* (Pl. A 3), with a rich S. doorway and many Norman details.

About 1 m. S. of the cathedral, and reached viâ Southgate Road (Pl. D 2) or (more pleasantly) by a path along the

Itchen, beginning at College Walk (Pl. D 3), lies the venerable ***Hospital of St. Cross** (ticket at porter's lodge 6*d.*, for two 1/, for 3–10 1/6).

This was founded by Bp. Henry de Blois for 13 poor brethren in 1136, and a second foundation (of 'Noble Poverty') was added by Card. Beaufort in 1446. The brethren of the first foundation wear a black gown with a Jerusalem cross, while the others have a red gown bearing a cardinal's hat. Passing through the outer court, we take our tickets at the *Beaufort Tower*, where the 'Wayfarer's Dole' of bread and ale is supplied to all applicants. In the inner court are the *Brethren's Houses* (c. 1445), the *Refectory*, the *Kitchen*, the *Master's House*, the *Infirmary*, and the **Church*, a most interesting example of rich Transitional and E.E. work (1160–c. 1250). The polychrome decoration is by Butterfield (1860). At the external angle of the choir and the S. transept is a curious triple arch. The triptych over the altar is attributed to Mabuse (1470–1532). 'The Warden,' by Anthony Trollope, who was at school at Winchester College, undoubtedly refers to St. Cross.

Across the river, to the E., rises *St. Catherine's Hill* (255 ft.), commanding a fine view of the city. At the top are a clump of trees, a British fosse, and a 'mizmaze' cut in the turf.

About 5 m. S.W. of Winchester lies *Hursley*, with the grave (in the churchyard) of John Keble (1792–1866), who was vicar of the parish for about 30 years. The church was rebuilt from the proceeds of 'The Christian Year.' *Hursley House* replaces Merdon Manor, the home of Richard Cromwell (d. 1712), who, with several members of his family, is buried in the church. — The return may be made viâ *Otterbourne*, of which also Keble was rector. Charlotte M. Yonge (1823–1901) lies in the churchyard.

From Winchester to *Didcot* (*Oxford*) viâ the G.W.R., see p. 84.

The train to Southampton leaves Winchester by a cutting, beyond which glimpses of the city and St. Cross are obtained to the left. We follow the Itchen. 69¾ m. *Shawford & Twyford.* Benjamin Franklin wrote part of his autobiography at *Twyford House.* In the churchyard is a famous yew. — 73¾ m. *Eastleigh & Bishopstoke* (Rfmts.; Junction Hotel), the junction of lines to (7¼ m.) Romsey (p. 83) and to Stokes Bay. The shops of the L. & S.W.R. are situated here.

From Eastleigh to Stokes Bay, 17½ m., railway in ½–¾ hr. (3/, 1/5½). — 5½ m. *Botley* (Dolphin), at the head of *Hamble Creek*, was for a time the home of William Cobbett (p. 79). In the market-house is a British canoe found in 1888. A branch-line runs hence to (4 m.) *Bishop's Waltham* (Crown), with a ruined manor of the Bps. of Winchester (12–15th cent.). — At (11¼ m.) *Fareham* (p. 71) we intersect the line from Portsmouth to Southampton. 14½ m. *Fort Brockhurst* is the junction of a light railway to (3 m.) *Lee-on-the-Solent* (Victoria), a quiet little sea-bathing resort. The line now forks, one branch running to (16 m.) *Gosport* (p. 71), the other to (16 m.) *Gosport Road* and (17½ m.) *Stokes Bay* (Anglesea Hotel), whence a steamer used to ply to Ryde (p. 86).

76 m. *Swaythling*; 77¼ m. *St. Denys* (p. 71); 78¼ m. *Northam.* — 79 m. **Southampton** (p. 80).

B. VIÂ ALDERSHOT, ALTON, AND WINCHESTER.

78½ m. L. & S.W.R. from *Waterloo Station* in 3¼–3½ hrs. (13/, 6/6).

From London to (28 m.) *Brookwood*, beyond which our line diverges to the left, see Rte. 12A. — 32½ m. *North Camp* (Queen's Hotel, perhaps the best for visitors to Aldershot) is the station for the N. end of Aldershot Camp. — 35½ m. **Aldershot** (*Victoria*; *Royal*; *South-Western*; *Imperial*), an inconsiderable village before the establishment of the

WINCHESTER
Scale of ¼ Mile
Scale of Mètres
0 100 200 300 400
Recreation Ground
Remains of Hyde Abbey
Danemark Mead
Winnall
St John's Park
Oram's Arbour
Cemetery
Infantry Barracks
Great Hall
Hospital
Christ's Hospital
CATHEDRAL
Deanery
The Close
Abbey Grounds
Wolvesey Castle
Wolvesey Palace
College Mead
Gymnasium
Sanatorium
St Giles's Hill (Cemetery)
Guildhall
Museum
Obelisk
Workhouse
Com Exchange
Royal Hotel
Post Office
Holy Trinity Church
Magdalen Hospital
Jane Austen's Ho.
Remains of Castle Wall
Culver's Close
Culver Lea
Abbey Ho.
Abbey Mill
Bridge Mill
Cheesehill Bridge
Kingsgate
Cross
Slype
Dolphin Inn
Black Swan Hotel
George Hotel
God-Begot Hotel
City Dairy
Series Ho.
Jewry Street
High Street
Southgate Street
St James's Lane
Romsey Road
Upper Stockbridge Road
Lower Stockbridge Road
Fairfield Road
Hyde Close
Victoria Road
Andover Road
Swan Lane
City Road
Gladstone St.
Clifton Terrace
Clifton Road
West End Terrace
Week High Street
Canon Street
Colebrook Street
Eastgate Street
Upper Brook Street
Middle Brook Street
Lower Brook Street
Jewry Street
St Peters Street
Upper Brook Street
North Walls
Walk Street
Broadway St
Silver Hill
Square
Market La
Gordon Terrace
Gordon Rd
Hyde Street
Romans Road
Compton Road
Blaxony Rd
Logan Road
Chesil Rd
Grafton Rd
Stockbridge Rd
Kingsgate Street
College Street
College Walk
Wharf Hill
Canute Rd
North Walk
Canute Rd
Quarry Road
Petersfield Road
Stratton Road
Northbrook Avenue
Barrack Road
North Hill Road
Romsey Road
Cheesehill
Fire Hill
Canute Rd
St Catherine's Road
Chesil Rd
Fire

Military Camp in 1855, had in 1911 a total population of 35,175 (incl. the troops). The normal area of the camp, which is divided into a N. and S. section by the *Basingstoke Canal* (comp. p. 296), is about 10 sq. m., but its accommodation and number of soldiers were both enormously increased during the War. The best general view of the camp is obtained from the height known as *Cæsar's Camp* (600 ft.), 2 m. W. of the railway station. Just W. of the permanent barracks is an equestrian statue of the Duke of Wellington brought from London (Green Park Arch) in 1885. The *Victoria Museum* (1917) contains objects of interest assoeiated with the camp. The bulk of the camp, with its 'Lines,' barracks, and military institutions of all kinds, lies to the right of the railway. The camp has proved healthy, but is very dusty in summer.

38¼ m. **Farnham** (*Bush*, with gardens, R. or D. 4/; *Lion & Lamb*), a thriving town (7365 inhab.) with a brisk trade in hops, has increased in size and aetivity along with Aldershot. Since 860 the manor has belonged to the Bishops of Winchester, who still possess the pieturesque moated *Castle* on the hill above the town (adm. on application at the lodge). The ruined shell-keep dates from the 12th cent., the red brick gate-tower from the 16th, but the eastle owes its present form mainly to Bp. Morley (1662–84). The *Park* is open to the publie. In the churehyard is the tomb of William Cobbett (1762–1835), who was born here in the house now the 'Jolly Farmer Inn.'

Sir Walter Scott is said to have taken the name of his first novel from *Waverley Abbey* (founded in 1128), the earliest Cistercian house in England, the 13th cent. ruins of which are situated on the *Wey*, about 2 m. S.E. of Farnham by the Godalming road. Near the entrance-lodge is 'Stella's Cottage' and just to the N. is *Moor Park*, where Swift, as secretary in 1692–94 to Sir Wm. Temple, first met Stella (Esther Johnson).

From Farnham an attractive road (motor-omn.) runs S. to (8¼ m.) Hindhead (p. 61) across *Farnham Common* and *Frensham* or *Churt Common*. Near the middle of the latter is *Frensham Great Pond* (Frensham Pond Inn, R. from 6/6, L. 3/–4/, D. 5/–6/, frequented by motorists). The three natural conical mounds, c. 2 m. E., are known as the *Devil's Jumps*.

The line follows the course of the *Wey* and enters *Hampshire* (p. 72). 42 m. *Bentley* (Red Lion) is the junction of a line to (5 m. S.) *Bordon*, with a large artillery camp. We pass the villages of *Binsted* (l.; good ehureh) and *Holybourne* (r.). — 47 m. **Alton** (*Swan*; *Crown*), with 5555 inhab. and a restored chureh (ehiefly 15th eent.), the S. door of whieh is riddled with Parliamentarian bullets fired in 1643, is the junction of a light railway to *Basingstoke* (p. 73; 14½ m.) and of the Meon Valley Line to (26 m., ¾–1 hr.) *Fareham* (p. 71) and (36½ m.) *Portsmouth*. At *Chawton*, 1 m. S., is the red brick house (tablet) occupied by Jane Austen in 1809–17, the period of her chief works.

The first intermediate station on the Meon Valley Line is (5¼ m.) *Tisted*, 2½ m. E. of which lies **Selborne** (*Queen's Arms*), the home of Gilbert White (1720–93), author of 'The Natural History of Selborne.' The Wakes, the house in which he was born and died, still stands in the main street, and he is buried in the churchyard. — Other stations on this line are (16½ m.) *Droxford* (Roebuck), with an interesting part-

Norman church, and (21½ m.) *Wickham* (King's Head), the birthplace of William of Wykeham (1324–1404; comp. pp. 74, 77). *Hambledon* (New Inn), 3 m. S.E. of Droxford, claims to be the birthplace of the modern game of cricket (c. 1774) and is noted also for the 'Hambledon Hunt.' Its church is of peculiar plan and exhibits Saxon, Norman, E.E., Dec., and Perp. features.

Beyond (51 m.) *Medstead* (600 ft.) we begin to descend. — 57 m. *Alresford* (Swan), a clean little town with wide streets. A tablet in Broad St. marks the birthplace of Mary R. Mitford (1787–1855), authoress of 'Our Village' (comp. p. 293). Admiral Rodney (d. 1792) is buried at *Old Alresford*, 1 m. N. The name of *Tichborne House* (2 m. S.W. of Alresford) recalls a famous law-suit (1872–74). Near *Northington*, 3½ m. N.W., is *The Grange* (Lord Ashburton), containing many good Dutch and Flemish paintings (no adm.). — Beyond (61 m.) *Itchen Abbas* we rejoin the main line.

66 m. **Winchester,** and thence to (78½ m.) *Southampton*, see Rte. 12A.

SOUTHAMPTON (119,012 inhab.), a great seaport with many historic associations and interesting ancient remains, is finely situated at the head of *Southampton Water*, the estuary of the *Test*, on a peninsula bounded on the E. by the river *Itchen*. The harbour, one of the best natural harbours in England, has the advantage of a double tide, first viâ the Solent and then (two hours later) viâ Spithead.

Railway Stations. *Town* or *Docks Station* (Pl. C 2; Rfmts.), on the S. side, ¼ m. from High St. and the piers; *Southampton West* (Pl. A 1; Rfmts.), for trains to Bournemouth, Dorchester, Weymouth, Salisbury, etc.; *Millbrook*, *Northam* (Pl. A 3), and *St. Denys*, for the W., E., and N.E. suburbs respectively.

Hotels. South-Western Hotel (Pl. C 2), adjoining the Town Station, and opposite the Dock Gates; Dolphin (Pl. C 2), High St.; Polygon (Pl. A 1), a residential hotel in the upper part of the town, near the West Station; Royal Pier (Pl. C 1), on the Town Quay; Crown (Pl. B 2), Star (Pl. B 2), two family and commercial hotels in High St.; Hamtun Private Hotel, Hulse Road, from 50/ per week; Central (Pl. B 1), R. from 3/, temperance.

Restaurants. *Bargate*, *Queen's*, *Bungalow Café*, High St. (Nos. 180, 141, & 167).

Baths (Pl. B 1), Western Shore Road (Turkish, swimming, etc.).

Post & Telegraph Office (Pl. C 2), High St., Below Bar.

American Consul. *Col. A. W. Swalm*, 17 Queen's Terrace; vice-consul, *John A. Broomhead*. — *American Express Co.*, 25 Oxford St. (Pl. C 2).

Cabs (adm. to Docks 6*d.* extra). Per mile 1/, each addit. ½ m. 3*d.*; per hr. 2/6, each addit. ½ hr. 1/3. With two horses 1/6, 6*d.*, 3/, 1/6. From midnight till 2 a.m. fare and a half, 2–6 a.m. double fare. — *Motor Taxicabs* 1/ per mile.

Porter from rail. station or hotel to docks, for 56 lb. 6*d.*, 112 lb. 1/, 224 lb. 1/6, 336 lb. 2/; parcel 3*d.*

Electric Tramways (1*d.*–2*d.*) traverse the main streets N. to S. from the Docks Station (comp. the plan). — Coaches in summer to points in the New Forest.

Steam Ferry (Pl. C 3; ½*d.*) across the Itchen to *Itchen* and *Woolston*.

Steamers (pre-War). From the Royal Pier (Pl. C, D 1) to *Southsea* and *Portsmouth*, 8–10 times daily; to the *Isle of Wight*, see p. 84. — From the Town Quay (Pl. D 1) to *Hythe*, hourly; to *Plymouth*, *Falmouth*, *Dublin*, *Waterford*, *Aberdeen*, and *Glasgow*, once or twice a week. — From the Outer Dock (Pl. D 3) to *London* thrice a week, to *Liverpool* weekly, to *Havre* daily (except Sun.), to *St. Malo* and to *Cherbourg*, thrice a week; to the *Channel Islands*, see p. 101. — From the Outer Quays (S. of Pl. D 3) to *New York* by steamers of the White Star Line, the Cunard Line, and the American Line, to *Canada* by the

Cunard Line, and to many other ports throughout the world.

Amusements. *Grand Theatre* (Pl. A 1), Evertou St.; *Palace Theatre* (Pl. B 1), Above Bar St. (varieties); *Hippodrome* (Pl. B 1), Ogle Road. — *Bands* in the Pier Pavilion and in the parks in summer.

History. The Saxon town of *Hamtune* seems to have superseded the Roman *Clausentum* (Bitterne; see p. 71), a little farther up the Itchen, and the form *Suthamptuna* probably indicated its situation with reference to that settlement. It was a place of some note, and it is said that Canute here administered the famous rebuke to his courtiers (comp. p. 68). After the Norman Conquest the Continental trade of Southampton became of great importance. Part of Richard Cœur-de-Lion's Crusading fleet sailed from Southampton in 1189; in 1345 and 1415 the armies that conquered at Crécy and Agincourt took ship here; and in modern times it has continued to be the principal port of embarkation for troops on foreign service down to the British Expeditionary Force of 1914. The most notable of many hostile descents was that of 1338, when a large French, Spanish, and Genoese fleet plundered the town. The rise of Portsmouth and a terrible visitation of the plague (1665) conspired with other causes to diminish the prosperity of Southampton, but a new era of advance was ushered in by the Napoleonic wars and confirmed by the coming of the railway (1840) and the construction of the docks. — The Pilgrim Fathers originally sailed for America from Southampton in 1620 in the 'Speedwell' (which had brought some of them from Holland) and the 'Mayflower.' On arrival at Plymouth, however, the 'Speedwell' was discarded as unseaworthy and the whole body were crowded into the 'Mayflower' (comp. p. 168). — John Alden (1599–1686), the hero of 'The Courtship of Miles Standish,' was an artisan of Southampton. Isaac Watts (1674–1748; born at 21 French St.; comp. p. 82), Charles Dibdin (1745–1814), and Sir John Everett Millais (1829–96) were natives of the town.

On emerging from the *Town* or *Docks Station* (Pl. C 2) and turning to the left, we find ourselves close to the entrance (Canute Road) to the capacious **Docks** (Pl. C, D 2, 3), which occupy the lower end of the town's peninsula. Opened in 1843 and purchased in 1892 by the L. & S.W. Railway, they are among the best-equipped in the world and can accommodate the largest vessels afloat. They include six dry docks (one being the largest graving dock in the world), three tidal basins (16, 16, and 18½ acres in extent), and a closed dock (10 acres). Steamers, see p. 80. During the War a *Train Ferry* plied from Southampton to Cherbourg and Dieppe.

From the Town Station Platform Road runs to the W., skirting *Queen's Park* (Pl. C 2; with a memorial of Gen. Gordon, d. 1885), to the *Town Quay & Pier* and the *Royal* or *Victoria Pier* (Pl. C, D 1; adm. 1*d.*). The *God's House Gate* (Pl. C 2), with a tower, formed part of the old circumvallation (p. 82). Behind it, in Winkle St., stands the Domus Dei (God's House) or *Hospice of St. Julian* (Pl. C 2), founded in the 12th cent., granted to Queen's College, Oxford, in 1343, and now harbouring four brothers and four sisters. The domestic buildings have had to be renewed. The chapel, which has been drastically restored, was assigned to Walloon refugees in 1567 and is now occupied by a congregation using the Anglican service in French (comp. p. 30). It contains the remains of the Earl of Cambridge, Lord Scrope, and Sir Thomas Grey, who were executed in 1415 for treason ('Henry V,' ii. 2). Against the S. wall is a strange memorial to the first Walloon minister (1569).

High Street (Pl. C 2, B 1), anciently known as 'English Street' and still noted for its picturesque old houses, runs N. from the Town Quay. In Porter's Lane (l.) is an interesting mediæval building known as *Canute's House* (comp. p. 81). Farther up High St., on the right, is the Italian façade of *Southampton University College* (Pl. C 2), which contains a library (30,000 vols.), a museum, and (temporarily) the Chipperfield Art Collection (open free). The college is to be removed to *Highfield*, about 1 m. N., where the first of the new buildings was opened in 1914. On the same side, at the corner of Bridge St., is the church of *Holy Rood* (Pl. C 2), rebuilt in 1849 save for its tower and spire of 1320.

In St. Michael's Square, W. (l.) of this part of High St., is the church of **St. Michael** (Pl. C 1), spoiled by modernization in 1826, but still retaining some interesting Norman details. The low central tower rests on early Norman arches and bears a disproportionately lofty spire of the 18th century. The elaborate font (12th cent.), of dark Tournai limestone, resembles that of Winchester Cathedral (p. 75; comp. also p. 515). — *Tudor House*, a handsome half-timbered house in the same square (W. side), is now used as a museum of local and other antiquities (open free daily, 10–6; on Wed. afternoon 6*d*.).

On the E. (r.) side of High St., beyond Holy Rood Church, are the picturesque *Dolphin Hotel* (p. 80), the church of *St. Lawrence* (rebuilt), and the church of *All Saints* (Pl. B 2; 1795), in the graveyard of which lies John O'Keefe (1747–1833), author of the song 'A Friar of Orders Grey.' — At the head of High St. is the ***Bar Gate** (Pl. B 1, 2), the old N. gate of the city, a large and handsome structure in two stages. It has been much modernized on the S. side (with a statue of George III) but still shows on the N. its central archway and flanking towers of the 14th cent. (incorporating earlier work), as well as the projection with machicolated parapet that was added in the Perp. period. The armorial decorations and figures of lions are comparatively modern. Over the archway is a chamber known as the *Guildhall* and serving as a police-court. Here are kept the 17th cent. painted figures (formerly on the buttresses) of Sir Bevis of Southampton, the legendary hero of the town, and the giant Ascupart whom he conquered. The roof affords a good view of the town.

In the more modern parts of the town to the N. of the Bar Gate are the **Parks**: in *Houndwell* (Pl. A, B 2) is a statue of Lord Palmerston (1784–1865); in *East Park* (Pl. A 1, 2) a memorial to the engineers who perished in the 'Titanic' (1912; comp. p. 60); and in *West Park* (Pl. A 1) a statue of Dr. Watts (p. 81). The hymns of the last are said to have been first sung in *Above Bar Congregational Chapel* (Pl. B 2). Above Bar Street, continued by London Road (Pl. A 1) and the Avenue, leads to *Southampton Common*, a fine natural park of 350 acres, with a golf-course, a cemetery (S.W. corner; grave of 'Lord Dundreary' Sothern, d. 1881), and the County Cricket Ground (tramway No. 5). On the way thither we pass the *Free Library & Art Gallery* and the *Ordnance Survey & Map Office*, employing about 850 men (adm. by permission of the Director-General).

The ancient **Walls** of Southampton, dating originally from Saxon times but afterwards rebuilt, were about 1¼ m. in circuit, 30–40 ft. in height, and defended on the N. and E. by a moat and on the S. and W. by the estuary of the Test. They were strengthened by towers and had six principal

gates, of which three are extant. There are considerable remains of the wall, best seen on the W. side, but the castle or citadel within them has practically vanished. From the Bar Gate we descend to the W. by Bargate St. to the *Arundel* or *Wind Whistle Tower* (Pl. B 1) near the N.W. angle of the old wall, which extends thence to the S. in tolerable preservation. To the S. of *Catchcold Tower* and the site of the *Castle Watergate* (14th cent.) the Norman walls were strengthened in later times by a series of external arcades, with arrangements for showering missiles on assailants. We pass through the postern at the end of Blue Anchor Lane to visit *King John's House* (Pl. C 1), an interesting Norman dwelling abutting on the wall. The *West Gate* (13th cent.) was the ancient access to the town from the Old Quay. It was from this quay, now the *West Quay*, that the 'Mayflower' sailed on Aug. 15th, 1620, a fact commemorated by a monument (by R. M. Lucas), erected in 1912 (Pl. C 1). Farther on, short of the *Bugle Tower* at the S.W. angle of the wall, a flight of steps ascends to the top of the wall. We now turn towards the E. At the S. end of Bugle St. is the ancient *Woolhouse* (14th cent.), afterwards used as a prison and known as the French or Spanish Prison. Farther on, beyond the end of High St., is the *God's House Gate* (p. 81).

Southampton is a good centre for excursions by boat or railway, though the immediate neighbourhood of the town has been somewhat spoiled by its recent growth. From St. Denys a bridge leads across the Itchen to (1 m.) *Bitterne* (p. 71). — The favourite short trip is that to *Netley Abbey*, 3 m. S.E., which may be reached by railway (fare 1/, 6½*d.*), carriage (c. 7/6), or boat (c. 7/; not recommended). Netley Station (p. 71) is 1 m. from the Abbey, the boat-landing ½ m. The usual way is to cross by the steam ferry (½*d.*) to *Woolston*, and drive (5/), walk (2 m.), or take the train (10 min.) thence. ***Netley Abbey** (open 10–7, on Sun. 10–6; adm. 6*d.*, 2*d.* after 2 p.m. on Wed.) was a Cistercian foundation of Henry III (c. 1239), originally occupied by monks from Beaulieu (p. 96). The picturesque ruins (E.E., verging on Dec.) include the church, the cloisters (Fountain Court), the chapter house, and some monastic and domestic buildings. The situation is still beautiful though it has lost its original sequestered charm. A visit to the abbey is often combined with one to the *Royal Victoria Hospital*, 1 m. S., a huge military establishment (1863) ½ m. long, with accommodation for 1100 patients (adm. on application at the orderly-room, N. end).

Southampton is the principal starting-point for excursions in the **New Forest**, generally approached either by coach or by the railway described in Rte. 14. An alternative route, however, is to cross Southampton Water by steamer from the Town Pier to (¼ hr.) *Hythe* (comp. p. 80; fares 6*d.*, 4*d.*), which is about 4½ m. N.W. of *Beaulieu Abbey* (p. 96; carr. from the Drummond Arms and hack c. 10/).

From Southampton West to Salisbury, 25 m., L. & S.W.R. in ¾–1 hr. (4/, 2/0½). — 2½ m. *Redbridge* (p. 95); 4¼ m. *Nursling*. — 8 m. **Romsey** (*White Horse*, R. 3/6. D. 4/; *Abbey*, R. 3/–3/6), junction of lines to Eastleigh (p. 78) and to Andover (p. 261), is a small town (4669 inhab.) on the *Test*. Its *Abbey Church (open 10–6; 6*d.*) presents the outline and aspect of a purely Norman conventual church more completely than any building of equal size in England (263 ft. long, 86 ft. wide; transepts 131 ft.). In its present form it dates mainly from about 1130, but remains of the earlier Saxon church (967) of the Benedictine nunnery of SS. Mary and Ethelfleda (founded c. 907) have been discovered beneath the flooring (trap-door near the pulpit). The first abbess seems to have been St. Elfleda, daughter of Edward the Elder. The W. bays of the nave are E.E., made to assimilate with the older work, on the foundations of which they evidently rest. There is no W. door. The aisles of the choir end in apses (square externally); the E. side of the transepts is

also adjoined by circular chapels. The two great E. windows are 14th cent. insertions. The N. aisle and transept were long used as a parish church, and part of the screen separating them from the nuns' church is preserved in the choir-screen. The beautiful mouldings and original Norman triforium and clerestory of the choir deserve special attention. At the E. end of the S. choir-aisle is a carved Saxon slab; and outside the S. or Abbess's Door is a crucifix now ascribed to the 12th century. The central lantern tower (92 ft. high) is disfigured by a clumsy wooden belfry (good view). — In the market-place of Romsey is a statue of Lord Palmerston (p. 82), whose birthplace and home, *Broadlands*, adjoins the town on the S. and contains some relics and paintings (special permission necessary). Florence Nightingale (1820–1910) is buried at *East Wellow*, 2¾ m. W. — Beyond Romsey the Cheltenham line (p. 261) diverges on the N. The Salisbury line goes on viâ (12 m.) *Dunbridge* and (16 m.) *Dean* to (25 m.) *Salisbury* (p. 112).

From Southampton to Oxford, 67¼ m., G.W.R. in c. 3½ hrs. (11/2, 5/7; carriages usually changed at Didcot). To (12½ m.) *Winchester* (G.W.R. Station), see p. 78. — 25 m. *Whitchurch*, 1¼ m. from the station on the L. & S.W.R. from London to Salisbury (p. 111). Beyond (28¾ m.) *Litchfield* we see the tumuli known as *Seven Barrows* and *Beacon Hill* (858 ft.), both to the left. — 31¼ m. *Burghclere* has an old, but freely restored church. At *Kingsclere*, 4 m. E., are an important Norman church and some well-known racing stables. — *Highclere Castle* (Earl of Carnarvon), 2 m. S.W. of (33½ m.) *Highclere*, contains some good paintings (no adm.) and stands in a large and noble park (open to the public on Wed. and Sat.; fine cedars, rhododendrons, etc.). It formerly belonged to the Bishops of Winchester. At (38¾ m.) *Newbury* we intersect the G.W.R. line from London to Weymouth (p. 118). 48¼ m. *Compton* is 1½ m. W. of *Aldworth* (p. 293), notable for a remarkable group of effigies of the De la Beche family in the church. — 53¾ m. *Upton* has a small and primitive church, parts of which are probably Saxon. — 56¾ m. *Didcot*, and thence to (67¼ m.) *Oxford*, see p. 294.

From Southampton to the *New Forest*, *Bournemouth*, *Dorchester*, and *Weymouth*, see Rte. 14; to *Portsmouth*, see. p. 71; to the *Isle of Wight*, see below; to the *Channel Islands*, see p. 101; to *Cheltenham*, see p. 261.

13. ISLE OF WIGHT.

There are three regular ports of entry to the island: Ryde, Cowes and Yarmouth, approached respectively from Portsmouth, Southampton, and Lymington. In summer a small steamer runs from Portsmouth Harbour to Sea View and Bembridge, and excursion steamers touch at various piers (see weekly bills). — From Portsmouth Harbour to Ryde (4¾ m., in ½ hr.; 1/1, 9*d.*). Some boats call at *Southsea* (p. 71), and others start there. This is the best route, as the trains run near the boats at both ends. The passage is seldom rough, and much interesting shipping is seen on the way. Light refreshments are served on board. The through journey from London (Waterloo, Victoria, or London Bridge) to Ryde takes 2¾–4½ hrs. (13/11, 7/4). — From Southampton to Cowes (12 m., in 1 hr.; 1/6, 1/). This route has less convenient connection between train and boat. The first half of the passage is inside Southampton Water, with the long red-brick front of Netley Hospital (p. 83) to the left, and the hydroplane station of Calshot Castle to the right. Luncheon and tea are served on board. The through-journey from London (Waterloo) takes 3½–4½ hrs. (15/2, 8/2). — From Lymington to Yarmouth (4 m., in 25 min.; 1/9, 1/2). This is the shortest passage (half of it inside the river). The boats (none on Sun.) are small and land their passengers ¾ m. from the rail. station at Yarmouth. They are, however, convenient for the W. side of the island. Omnibuses run from the pier to *Freshwater* (p. 92) and sometimes to *Totland Bay* (p. 93). In summer some boats go on to Totland Bay and *Alum Bay* (p. 93). Comp. the official time-tables. The through-route from London (Waterloo) to Yarmouth takes 3–4¼ hrs. (17/10, 9/3).

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The ***Isle of Wight** is separated from the main part of Hampshire (to which it belongs) by the *Solent* (2–4 m. wide) on the N.W. and *Spithead* (1½–4 m. wide) on the N.E. This beautiful island, of an irregular lozenge shape, is about 23 m. long from E. to W. and 13½ m. wide from N. to S. Its area is 147 sq. m., or about ⅔ of that of the Isle of Man (p. 442). It is divided into two 'hundreds' or 'liberties,' named the *East* and *West Medina*, by the river Medina, which furnishes also the title (Earl of Medina; 1917) of Prince George of Battenberg. The population is 88,192. Newport (p. 91) is the capital and only market-town, but Cowes (p. 93), a famous yachting centre, and Ryde (p. 86) are towns of some size. The Governor of the island is H.R.H. Princess Beatrice.

The island attracts thousands of visitors aunually by its fine and varied scenery, its many pleasant seaside resorts (with the usual piers, bathing-places, golf, etc.), and (especially in winter) its mild climate. The great variety of scenery within little room is mainly due to the curiously abrupt geological formations, which sometimes stand in sharp contrast side by side. The finest parts are naturally on the coast, especially the grand headland overlooking the Needles (p. 93), the unique Undercliff (p. 89), and the Landslip (p. 88); but there are many picturesque inland 'bits' and almost all the downs afford beautiful views from the top (pp. 87, 88, 93). Carisbrooke Castle (p. 91) is of the highest interest and remarkable beauty of situation. The only monastic ruins, at Quarr Abbey (p. 86), are slight, but nearly all the old churches retain some feature of interest, and at least six of them (Arreton, Brading, Carisbrooke, Godshill, Shalfleet, and Shorwell) may be specially mentioned. The finest of the Elizabethan or Jacobean manor-houses are Arreton Merston, Mottiston (1567), North Court (Shorwell, 1615), Sheat (Gatcombe), West Court (Shorwell, 1579), Wolverton (Shorwell, c. 1600), and Yaverland.

History. In 43 A.D. the Isle of Wight was conquered by the Romans, by whom it was known as *Vectis* or *Ictis*, and after 449 it seems to have been settled by the Jutes. Relics of both these occupations have been found. Annexed to Wessex in 661 and Christianized in the next half-century, it was the headquarters of the Danes at the end of the 10th century. William the Conqueror bestowed the lordship of the island on William Fitz-Osbern, from whom it passed to the family of Redvers, Earls of Devon. In 1293 it was repurchased by the Crown and it was afterwards governed by 'captains,' a title revived in 1889. Charles I was confined on the island for a year (1647–48). In 1853 Tennyson came to reside at Farringford (p. 93); in 1901 Queen Victoria died at Osborne (p. 94), her seaside home since 1846, and in 1909 Swinburne was buried at Bonchurch (p. 89).

Conveyances. The Railways in the Isle of Wight formerly issued *Weekly Season Tickets*, available for part or the whole of the island, for 7/6–20/ first-class and 5/–15/ third-class; and there are numerous excursion facilities. — Public Coaches and Motor Cars radiate in the seas on from all the chief centres to places of interest in the island (1/–7/6, according to distance). Motor cars and carriages for hire are abundant. — Excursion Steamers are numerous in summer. A voyage round the island (occupying 6–7 hrs.), for which an opportunity is usually afforded almost daily in summer by steamers from Ryde, Ventnor, and Cowes, is very pleasant in fine weather (2/6–3/).

Plan of Tour. If possible, a week at least should be devoted to the island, but motorists or cyclists could see everything of importance in three days. A well-girt pedestrian might do nearly as much, with some judicious help from train or coach, but he must be prepared to omit the coast between Blackgang and Freshwater and the whole coast of the Solent, except Cowes and Osborne. The points that no visitor should miss are Carisbrooke Castle; the coach-trip from Ventnor to Freshwater and Alum Bay, including the Needles; the coast-walk from Shanklin to Ventnor (Undercliff) and Blackgang Chine. Most

tourists will wish to include Osborne. Those who can spare only one day for the island should take train from Ryde to Ventnor in time to catch the 10 a.m. coach to Freshwater and Alum Bay; return to Freshwater (see p. 92) and take an afternoon train to Newport (Carisbrooke Castle); and go on to Cowes or Ryde by an evening train. — In August and the first half of September, the island is so frequented that accommodation is often difficult to procure unless ordered in advance.

The usual gate of the island is **RYDE,** a pleasant-looking town (10,600 inhab.), with well-built houses and large gardens, but containing little to detain the visitor.

Railway Stations. Steamboat passengers land at *Pier Head Station* (Rfmts.), whence all trains start. Passengers for Ryde alight at the *Esplanade Station*, at the landward end of the pier. *St. John's Road Station* serves the S.E. part of the town. — The pier is traversed also by an electric tramway (fare 1*d.*).

Hotels. Royal Pier, Royal Esplanade, both on the sea-front, with fine view; Yelf's, Royal Squadron, pens. from 11/6, both in Union St.; Crown, St. Thomas's Sq., commercial, R. from 3/6, D. 4/; Waverley Temperance. — *Young's Restaurant*, 30 Union St., with rooms to let.

Post Office, Union St.

Amusements. *Theatre Royal*, St. Thomas's Sq.; *Pier Pavilion* (concerts, etc.). — *Bathing Beach*, near Canoe Lake.

The favourite resorts of visitors are the *Esplanade* (1 m. long) and the *Pier* (½ m. long; adm. 2*d.*; comp. above). Near the *Esplanade Gardens* is a small *Boating* or *Canoe Lake*. At the W. end of the Esplanade is the *Royal Victoria Yacht Club* (regatta the week after Cowes). The parish church of *All Saints*, by Sir G. G. Scott, has a lofty tower and spire (adm. 6*d.*; view). The best shops are in Union St.

The chief point of interest near Ryde is Quarr Abbey, 2 m. W. To reach it we follow the pleasant Spencer Road (closed to carriages), which begins just to the W. of Union St. At (12 min.) the end of this road we pass through a white gate (r.), whence a footpath leads to (12 min.) *Binstead Church*, mainly rebuilt but having an E.E. chancel with some earlier herring-bone work. Over the plain Norman door serving as a gateway is a grotesque figure. Beyond the church we keep to the right where the road bends and soon reach (¾ m.) **Quarr Abbey,** a Cistercian house founded by Baldwin de Redvers in 1131 and taking its name from the adjacent quarries of fine limestone (used in Winchester and Chichester cathedrals). The only important parts above ground are the remains of the *Cellarium*, *Kitchen*, and *Refectory* (13th cent.), and a fragment of the *Infirmary Chapel* (13th cent., with a 15th cent. fire-place). The estate and mansion of Quarr House have been purchased by the Benedictines of Solesmes (expelled from France by the law of 1901); and the services in their handsome new church (9 a.m. and 3 p.m.) are famed for their music (visitors admitted to the ante-chapel). — The walk may be continued to (1 m.) *Fishbourne* (tea-rooms), at the mouth of the wood-girt *Wootton Creek*; and the return may be varied by crossing the creek (ferry) to (1 m.) *Wootton Church* (Norman door and early windows), 1 m. from Wootton station (see below) and about 4 m. from Ryde by the Newport road.

To the E. of Ryde are the two small sea-bathing resorts of (1½ m.) *Spring Vale* and (2½ m.) *Sea View* (Pier; Sea View), reached by the sea-wall and footpath. From Sea View the walk may be continued to (2 m.) *St. Helen's* (with the Bembridge golf links; p. 87) and to (¾ m., via ferry, 3*d.*) *Bembridge* (p. 87), passing the old tower of St. Helen's Church (now a sea-mark). Or we may proceed S.W. to St. Helen's station (p. 87) and reach Bembridge by the causeway along the railway (toll 1*d.*).

From Ryde to Newport, 10 m., railway in ½ hr. (1/1½. 8½*d.*). This direct line is uninteresting. The intermediate stations, beyond *St. John's Road* (p. 87), are *Ashey* (4 m.), *Haven Street* (5½ m.), *Wootton* (7 m.; see above), and *Whippingham* (7¾ m.). The church of the last is 1½ m. N. and may be visited from Cowes (see p. 94). 10 m. *Newport*, see p. 91. —

The direct road to Newport also offers little, but walkers can quit the railway at Ashey and proceed thence to (c. 6 m.) Newport, viâ *Ashey Down* (429 ft.; obelisk), *Mersley Down* (413 ft.), and *Arreton Down* (see below), a route of noble views.

From Ryde to Ventnor, 12½ m., railway in ¾ hr. (fares from the Pier Head 3/1, 1/4½). — After leaving the *Pier Head* the train stops within Ryde at (½ m.) *Esplanade Station* and (1¼ m.) *St. John's Road*. It then runs towards the S. — 4¾ m. **Brading** (*Red Lion, Bugle,* unpretending inns), a decayed little town (1563 inhab.) at the foot of *Brading Down* (407 ft.; view) and at the head of a once navigable inlet (comp. below). The **Church*, mostly transition Norman and E.E., has a tower of which the lower stage is open. The notable monuments in the Oglander Chapel include three with wooden effigies. On the floor of the sanctuary is a fine incised slab of 1441. Below the small *Town Hall* are kept the old stocks and whipping-post, and in a small open space a little to the S. is the ring once used in bull-baiting.

At *Morton*, 1 m. S.W. of the rail. station, are the extensive remains of a *Roman Villa (open on week-days; adm. 1/), including several well-preserved mosaic pavements, heating arrangements (hypocaust), and many small objects discovered during excavation (1880). — About ¾ m. W. of Brading is *Nunwell*, the seat of the Oglanders, who have been one of the leading families of the island since the 11th century. — *Yaverland*, 1 m. S.E., has a Jacobean manor-house (now a farm), adjoined by a church with a late-Norman door and chancel-arch and a squint (S. side).

From Brading to Bembridge, 2¾ m., branch-line in 10 min., passing (1¾ m.) *St. Helen's*. — **Bembridge** (*Royal Spithead*; *Bembridge*, unlicensed), an attractive little watering-place with a seaplane station, lies at the mouth of *Brading Inlet*, on the other side of which (ferry 3*d*.) are the *Bembridge Golf Links*. — A charming coast-walk may be taken from Bembridge to (5 m.) *Sandown* (see below), viâ the *Foreland* (the E. point of the island), *Whitecliff Bay* (geologically interesting), and **Culver Cliff* (254 ft.). the seaward end of *Bembridge Down* (343 ft.; view), with its wireless station, old fort, and monument to Lord Yarborough (d. 1846). To *Sea View* and *Ryde*, see p. 86.

6½ m. **Sandown** (*Pier*; *Sandown*; *York*, pens. from 8/6; *Seagrove*, private), the junction of a line to Newport (see below), is a flourishing bathing-place and golfing resort (5551 inhab.), with a long esplanade and a pier called at by excursion steamers. It lies in the middle of the bay between the white Culver Cliff (see above) and the dark-red promontory of *Dunnose*.

The points of interest within easy reach include *Yaverland* (see above; 1½ m.) and the *Roman Villa* (see above; 1¼ m.). Coaches and brakes run to Shanklin, Ventnor, Newport, etc.

From Sandown to Newport, 9½ m., railway in ½ hr. (1/8, 1/1½). — 1½ m. *Alverstone*, on the *Yar*. — 2½ m. *Newchurch*, the church of which has good transept arches and a gilded 'pelican in her piety' as a lectern. About 1 m. N. are the extremely scanty but beautifully situated remains of *Knighton Gorges*, once the finest house in the island. — 3¾ m. *Horringford* is the station for (1¼ m.) **Arreton** (*White Lion*, small), the **Church* of which is architecturally one of the best in the island, with its Trans. and E.E. arcades, a brass of c. 1400, and a good Dec. chancel, connected with a S. chapel by a beautiful arcade of Purbeck shafts. The tower is low and heavy. Near the church is a fine Jacobean *Manor House*, containing two interesting overmantels. The view from **Arreton Down* (444 ft.) embraces a great part of the island, extending N.E. to Portsmouth. — From (5¼ m.) *Merston*, where we join the Ventnor line, to (9½ m.) *Newport*, see p. 91.

8½ m. **Shanklin** (*Royal Spa*, on the Esplanade, with baths; *Daish's*, in the town, R. from 3/6, L. 3/, D. 5/; *Madeira*, R. or D. from 3/6; *Crab*, at the Chine, R. from 3/6, D. 5/6), one of the best-known resorts in the island (4751 inhab.), and formerly much frequented by German visitors, is a picturesque place lying mainly on the high ground away from the sea, but having an esplanade, a good beach, and a pier (lift to top of cliffs 1*d.*). At the S. end of the High St. is the 'Old Village,' with its thatched cottages. Above a fountain, near the Crab Inn, are some lines written by Longfellow when staying here in 1868. Close by is the upper entrance of **Shanklin Chine* (adm. 3*d.*), a narrow wooded cleft or fissure cut through the sandstone by a tiny stream. The lower end opens on the Esplanade. The exquisite grounds of *Rylstone*, adjoining the Chine, are now public.

Walkers are recommended to leave the railway here and proceed to (3 m.) Ventnor on foot. At the bifurcation near the upper entrance of the Chine we take the Luccombe road (l.; guide-post), which is prolonged by a footpath leading past the head of (20 min.) the small *Luccombe Chine*. We go straight on through a gate and after 6–8 min. descend to the *Landslip*, a vast mass fallen from the cliff above, some 200 ft. above the sea and rich in verdure. ¾ m. *Bonchurch*, and thence to (¾ m.) *Ventnor*, see p. 89.

Coaches and brakes run in summer from Shanklin to Blackgang, Freshwater and Alum Bay, Carisbrooke and Newport, and Cowes.

Beyond Shanklin the railway turns inland. 11 m. *Wroxall* (Wroxall Hotel), a modern townlet in a hollow. Just to the W. lies the park of *Appuldurcombe*, long the seat of the Worsley family. On the top of the down is an obelisk erected in 1774 by Sir Richard Worsley, historian of the island. — The line now descends to (12½ m.) *Ventnor* through a long tunnel.

VENTNOR (5787 inhab.), one of the best-known health-resorts in England, is picturesquely if uncomfortably situated on a series of narrow terraces above the sea and under the steep face of St. Boniface Down (see below). The air is pure as well as mild, and delicate patients who do not mind the hills find it an excellent winter-residence.

Railway Stations. *Ventnor Station*, of the I.W.R., at the top of the town; *Ventnor Town Station* (Rfmts.), of the I.W.C.R., at the foot of the cliffs, opposite the public park.

Hotels. Royal Marine, high up, near the parish church; Royal; Métropole, on the Esplanade, R. from 4/6, D. 5/; Esplanade; Crab & Lobster; Commercial; Rayner's, unlicensed.

Post Office, Church St.

From the short *Esplanade*, with its pavilion, projects a *Pier* (toll 1*d.*–2*d.*), used by excursion steamers. The view of the town from the pier is very unusual and attractive. To the W. of the Esplanade is the *Public Park* (views), ingeniously fitted into a hollow on the cliff. Above this are the beautiful grounds of *Steephill Castle*. On *Rew Down*, to the W., off the road to Whitwell, is a nine-hole golf-course. — Those who are not afraid of steep slopes and slippery turf should ascend *St. Boniface Down* (787 ft.), the highest point in the island, which commands a magnificent view. It is approached from the top of Zigzag Road, above the I.W.R. station.

Practically adjoining Ventnor on the E. (about 1½ m. from the pier) lies the charming village of **Bonchurch** (*Hotel*), on the way to which we pass a much-photographed pond. High above this towers *Pulpit Rock* (view), surmounted by an ancient cross. The tiny old church (now disused) has some slight Norman remains (c. 1170). In the churchyard (locked ; fee) is the grave of John Sterling (d. 1844; S.W. corner), known from the biographies by Carlyle and Hare. The beautiful churchyard of the new church (higher up) is the last resting-place of A. C. Swinburne (1837–1909), who used to spend his boyhood holidays at *East Dene* (close by ; now a nunnery). From Bonchurch we may go on viâ the *Landslip* to *Shanklin* (comp. p. 88).

To the W. of Ventnor, extending to (6 m.) Blackgang Chine (see below), is the so-called ***Undercliff,** a fine stretch of cliff and terrace ¼–1 m. in width, consisting of a huge mass of chalk and limestone which has slipped off the blue clay beneath. The scenery is very striking. The *Landslip* (p. 88) is really part of the same enormous subsidence.

In normal summer conditions coaches and brakes ply regularly from Ventnor to practically every important point in the island. The most popular excursion is that to *Blackgang Chine*, described below as part of the route to Freshwater, but served also by numerous special cars (return-fare 2/).

From Ventnor to Freshwater and Alum Bay, 23 m., coach in 3½ hrs. (starting c. 10.15 a.m. and regaining Ventnor c. 6.30 p.m. ; 5/–6/). This route affords the means of seeing the railway-less 'Back of the Island,' and is a fairly varied drive, though rather tedious if taken both ways in one day. No time is allowed by the coach for the exploration of interesting points en route. — The road leaves the town beyond the Marine Hotel (p. 88), and passes Steephill Castle (r.) and the various blocks (l.) of the *Royal National Consumption Hospital* (1869). 2 m. *St. Lawrence*, see p. 90. To the left is the new church. The road is bordered on the right by precipitous cliffs (200 ft. ; fine walk along the top) ; the Undercliff proper is below us, to the left. About 2½ m. beyond St. Lawrence a road diverges on the right for (½ m.) *Niton* (White Lion), the church of which has Transitional arcades, a Norman font, and the base of an ancient cross. Just beyond this turning, to the right, is the *Royal Sandrock Hotel*. Below us, to the left, is *St. Catherine's Lighthouse*, on the S. extremity of the island, with one of the most powerful coast-lights in the world (visitors admitted). Near it is the *Buddle Inn*, noted for shrimp teas. The small *Monument* to the right of the coach-road, farther on, was erected to commemorate the tercentenary (1864) of Shakespeare's birth. About 1¼ m. from the Royal Sandrock Hotel and 5½ m. from Ventnor we reach the *Blackgang Chine Hotel* (R. from 3/, L. 3/, D. 4/6).

***Blackgang Chine,** which is entered through a bazaar adjoining the hotel (adm. 6*d.* or by making a purchase), is 400 ft. in depth and differs from Shanklin Chine in being practically bare of vegetation. The views from the little observatory and from the lower end of the ravine are very striking.

1 m. *Chale* (Clarendon) is a bleak village, the church of which has a bold tower and some good modern glass by Kempe. Behind it towers the great mass of *St. Catherine's Down* (781 ft.), crowned by the ruins of a 14th cent. beacon.

From Chale Church the so-called 'Military Road' runs straight along the coast to (10 m.) Freshwater Gate, passing scarcely a house. The coach, however, usually turns inland (r.) and runs viâ Chale village, (1½ m.) *Chale Green*, and (1½ m.) *Kingston* (small E.E. church on the hill to the left) to (2 m.) **Shorwell** (*Crown*; *Five Bells*), a very pretty village with a remarkable *Church, mostly of the late 14th or 15th cent. but with a 12th cent. S. door. Its features of interest include a great wall-painting of St. Christopher (c. 1440); the mediæval pulpit, entered through a pillar, and its hour-glass; many Leigh monuments, especially that of Sir John (1629) and the brass of the two wives of Barnabas Leigh (1615 and 1619); the brass of a priest (1518); chained books, including a 'Great' Bible of 1541; and a good Flemish picture in the vestry, which was formerly the house of the parish brass gun. Close to Shorwell are three great manor-houses: *Northcourt* (Lord Burgh; 1615), with beautiful terraced grounds; *Westcourt*, ½ m. W. (1579); and *Wolverton*, ½ m. S.W., a fine house with two overmantels (c. 1600). — 2 m. *Brighstone* (New Inn), another pretty and flowery village where horses are changed. The church has been spoilt by over-restoration, but has a Transitional arcade and an early font. — 1½ m. *Mottiston*, with a picturesque church (good arcade and an old font), high up on the left, and a manor-house of 1567 on the right (now a farm). A path to the right, just beyond the manor-house, leads to the *Long Stone*, an upright sandstone monolith with another fallen beside it. The view from *Mottiston Down* (667 ft.) is good. — 1 m. *Brook*. The woodgirt *Brooke House* (Gen. Seely) contains many fine pictures. — Beyond this point the road is dull, the sea being shut out by the long *Afton Down* (c. 300 ft.; fine view from top).

As we approach Freshwater we obtain a view of Yarmouth (p. 92) and the Solent. — 4½ m. (20 m. from Ventnor) *Freshwater Gate*, see p. 93. The coach generally goes on to (3 m.) *Alum Bay* (p. 93), returning about 3 p.m.

From Ventnor Town to Newport, 10¾ m., railway in ½ hr. (1/4, 10½*d.*). — Beyond (1¼ m.) *St. Lawrence* (comp. p. 89), the old church of which is one of the smallest in England (40 ft. by 11 ft.), we thread a tunnel and turn inland. — 2¾ m. *Whitwell* (Yarborough Arms), the nearest station to Niton (p. 89; 1½ m.) and Chale (see above; 4 m.), has a curious church, formed of two distinct churches thrown into one (c. 1515). It retains part of the Norman chancel arch, an E.E. arcade, and a mediæval bell (tower-floor). — 5¼ m. *Godshill* (Griffin; tea-gardens), a pretty village served by several coaches, has a large and stately Perp. church at the top of a steep hill. In it are several large monuments of the Worsleys of Appuldurcombe (p. 88) and a rich one to Sir John Leigh

(c. 1520). — At (6¾ m.) *Merston Junction* we unite with the line from Sandown (comp. p. 87). To the right is seen the manor-house, a good Jacobean structure. On the same side is *Whitecroft Asylum*. To the left, in *Gatcombe Park*, 1¼ m. from the railway, is *Gatcombe Church*, which has a good tower, an E.E. font, and a curious wooden effigy. — 8½ m. *Blackwater*. 9¾ m. *Shide*, under *St. George's Down* (with the Newport golf-links). — 10¾ m. *Newport*, see below.

Other routes to Newport from Ventnor are those by railway viâ *Sandown* (comp. pp. 87, 88; 16 m., in ¾ hr.), and by coach (usually going viâ Blackgang Chine and returning direct viâ Godshill).

Newport (*Rfmts.*; *Warburton's Hotel*; *Wheatsheaf*, R. 3/, D. 3/6; *Harvey's* and *Joliffe's Restaurants*, High St.), the capital and trading centre (11,155 inhab.) of the island, is situated just where the little *Medina*, becoming tidal, admits fair-sized vessels to the quays. It is not a place of much interest, but it is the chief railway-centre, and convenient for Carisbrooke Castle (1 m.). The Tues. stock market is picturesque. — The parish church of *St. Thomas* ruthlessly displaced in 1854 an interesting Transition Norman one of 1180. The tower is its best feature. Its contents include a grand pulpit of 1631; remains of the screen, now a reading-desk; a remarkable font of 1633; the tomb of Sir E. Horsey (1582); and a monument, by Marochetti, to Princess Elizabeth, daughter of Charles I, who died in Carisbrooke Castle (1650). The Jacobean *Grammar School* in Lower St. James's St. was the lodging of King Charles during the conference of 1648, while the Parliamentary Commissioners were housed at the Bugle Inn (now closed).

About 1 m. S.W. of Newport is the village of **Carisbrooke** (omnibus; *Red Lion*, *Castle*, both unpretending; *Eight Bells*), the **Priory Church* of which, founded in the 12th cent., has the finest tower in the island (1474). Above the Transition arches of the nave are interesting remains of the Saxon clerestory. The chancel was pulled down by Sir Francis Walsingham, Queen Elizabeth's secretary of state. The most interesting monument is that of Lady Margaret Wadham (16th cent.), aunt of Queen Jane Seymour. On the outside of the N. wall, on the back of a sepulchral recess, are some curious scratched drawings (15th cent.?).

***Carisbrooke Castle** (adm. 4*d.*, well 2*d.*, museum 2*d.*; closed on Sun.), one of the most interesting castles in England, is situated on a hill, ¼ m. from the village and on the other side of the *Lugley*. It is 1 m. from Newport railway station, but is not served by the coaches. The castle covers the whole top of a down, at the foot of which are ponds made by the damming of the brook. The best general view is from the road to Shorwell (p. 90).

The castle was founded in early Norman times for the defence of the island, and was always important as a fortress. Its chief interest, however, is the imprisonment here of Charles I from Nov. 1647 to Sept. 1648. From it he was removed to Newport Grammar School (see above), and then to Hurst Castle (p. 97).

The outer entrance consists of an archway of 1598, beyond which we cross a stone bridge and pass through a noble 14th cent. *Gateway*,

with a 15th cent. upper stage and fine doors. Over this is the *Museum*, which contains the parish gun and many memorials of King Charles. To the right is the rebuilt *Chapel of St. Nicholas*, beyond which is the *Governor's Lodgings*, the occasional residence of Princess Beatrice (p. 85). These contain interesting relics of the great hall and the domestic chapel of the castle, but are not usually shown. Behind them is the *Well House*, where the water from the well (160 ft. deep) is drawn by a donkey treading inside a large wheel. Beyond is the lofty Norman *Keep*, the finest part of the castle, from the top of which we obtain a grand *View. For the *Rampart Walk* round the whole of the inner enceinte it is best to ascend the steps to the left of the entrance and then turn to the left, so as to reach the keep last. Among the rooms shown are that in which Princess Elizabeth died in 1650 (comp. p. 91) and one on the N. side with a window by which Charles made an abortive attempt to escape.

There are some slight remains of a *Roman Villa* in the vicarage garden. — At *Parkhurst*, 1–1½ m. N. of Newport, are a large *Union Workhouse* of the 18th cent., the extensive *Albany Barracks*, and the *Parkhurst Convict Prison*, with room for 750 inmates. To the W. stretches *Parkhurst Forest*.

From Newport to *Ryde*, see p. 86 ; to *Sandown*, see p. 87.

From Newport to Freshwater, 12 m., railway in ½ hr. (2/, 1/; to Yarmouth 1/8, 10*d.*). The trains start from a small platform 200 yds. from Newport Station. — 1¼ m. *Carisbrooke*, of little use for the castle. To the right is *Parkhurst Forest* (see above). On the left the line skirts the beautiful grounds of *Swainston* (Sir J. Simeon), often alluded to by Tennyson. Remains of the 14th cent. chapel of the Bishop of Winchester's country-house here are attached to the present modern mansion. — 5½ m. *Calbourne*. The pretty village (Sun), 1 m. S., has a church which, though over-restored, possesses plate-traceried windows, a late-Norman font, and brasses of c. 1400 and 1652.

About ¾ m. N.W. of Calbourne station is **Shalfleet Church*, with a huge square Norman tower (once a tower of refuge), a curious Norman doorway, and remarkable window-tracery. — *Newton*, 1½ m. N., is noted for its oysters. — The attractive road from Calbourne to (2¾ m.) *Brighstone* (p. 90) attains a height of 416 ft.

7 m. *Ningwood* is the nearest station to *Brook* (p. 90 ; 4 m.).

10 m. **Yarmouth** (*Pier & Castle*; *Bugle*), a tiny but ancient town (847 inhab.), once a parliamentary borough, lies at the mouth of the *Yar*, and is the port of entry for the W. end of the island (steamers from Lymington, see p. 84). In the grounds of the Pier Hotel (formerly the George), which was the Governor's Lodgings, are the remains of a *Castle*, dating from the time of Henry VIII. The *Church* contains a fine marble statue of Admiral Sir Robert Holmes (d. 1692), who took New York from the Dutch in 1664. The figure is said to have been begun by a French sculptor for Louis XIV, and to have been captured at sea. The pulpit has an old hour-glass stand.

12 m. *Freshwater*, the terminus of the railway, is the station for (1 m.) *Freshwater Gate* (omn. 6*d.*), *Totland Bay* (1¾ m. ; omn. 6*d.*), and (2¾ m.) *Alum Bay* (omn. 1/). About ¼ m. N.E. of the station is the church, which, though almost wholly rebuilt, possesses a Norman doorway, arcades of the 12th and 13th cent., a brass of c. 1390, and memorials to Alfred Tennyson (1892) and his son Lionel

(1886). The W. front of the tower is recessed unusually. Lady Tennyson (d. 1896) is buried in the churchyard.

Freshwater Gate or **Bay** (*Freshwater Bay Hotel*; *Albion*) is a sea-bathing and golfing resort, the chief glory of which is its magnificent chalk cliffs. In the bay itself are two isolated masses of chalk of the same character as the Needles.

About ¾ m. N.W. is *Farringford* (not shown), a mansion leased by Tennyson in 1853 and purchased by him in 1855 out of the profits of 'Maud.' He wrote 'Crossing the Bar' (published 1889) while crossing the Solent on one of his annual journeys between this home and Aldworth (p. 60).

Between Freshwater Bay and the Needles (3 m.) are the imposing **Freshwater Cliffs*, rising to a height of 400–500 ft. and consisting of chalk with well-defined strata of flint. They are best seen from the sea, but the boat-trip to Alum Bay (12/6–15/) is recommended in settled weather only. Among the points of special interest are *Lord Holmes's Parlour* (cave), the huge colony of sea-gulls at *Main Bench*, and the recessed arch at *Scratchell's Bay*. The walk along the top of the downs above the cliffs commands a series of grand views of the W. part of the island, the Solent, and the coast of Hants and Dorset. Care must be taken not to go too near the slippery edge of the cliffs. *High Down* (485 ft.), which we scale from the Freshwater Bay Hotel in ½–¾ hr., is surmounted by the *Tennyson Monument*, a lofty Iona cross of granite. The view near the *Needles Fort* is remarkable for the contrast between the white cliff on the S. side of Alum Bay and the many-coloured sands towards its centre.

***Alum Bay** (*Hotel*, small), named after the alum formerly obtained here from the clay, is of the highest interest to geologists, while the brilliant hues of the vertical strata of sandstone delight even the most unscientific of visitors. At the S. extremity of the bay are the three isolated and sharp-pointed masses of white chalk known as the ***Needles** (100 ft. high; lighthouse on the outermost). The Ventnor coaches (see p. 89) usually return from Alum Bay about 3 p.m.

Totland Bay (*Totland Bay Hotel*), 1½ m. N. of Alum Bay, is a pleasant little watering-place with a pier sometimes called at by Yarmouth and excursion steamers. It is inside the Solent, and the bathing is safe. — *Colwell Bay* (Hotel, ¼ m. from the sea), N. of Totland Bay, is a still smaller and quieter bathing-place.

From Newport to Cowes, 4¼ m., railway in ¼ hr. (7*d.*, 4½*d.*). The line runs along the *Medina* (r.), beyond which are seen Whippingham Church (p. 94) and Osborne (p. 94). To the left is Parkhurst (p. 92). The only intermediate station is (3¾ m.) *Mill Hill*, a suburb of Cowes.

COWES, a busy little port (14,294 inhab.), with the best harbour in the island, is a summer resort and the chief yachting centre in the country. Regattas are frequent in summer and autumn, culminating in the aristocratic and expensive 'Cowes Week' (1st week in Aug.). On both banks of the Medina, here ½ m. broad, are shipbuilding and munition works of considerable importance.

Hotels (charges raised in Regatta Week). GLOSTER, R. from 6/, L. 3/, D. 5/6, pens. from 15/; ROYAL MARINE (unlicensed), R. from 4/, L. 2/6, D. 3/6, pens. from 12/; GLOBE, these three on the Parade; FOUNTAIN, High St.; PIER (unlicensed), pens. 8/6; ROYAL MEDINA, at East Cowes; PRINCE OF WALES, at Osborne. — *Bull's Restaurant*, 93 High St.; *Rail. Rfmt. Rooms.*

Post Office, High Street.

Steamers ply regularly to Ryde and Portsmouth and to Southampton. — *Floating Bridge* to East Cowes ½*d.*; *Steam Ferry* (more convenient for Osborne) 1*d.*

The older part of *Cowes* or *West Cowes*, on the left bank of the river, is narrow-wayed and rather dirty. The newer part, along the shore of the Solent, has a fine open *Esplanade*, with a broad space of green behind it. Between it and the Parade is *Cowes Castle*, built by Henry VIII and once used as a state-prison; it is now modernized and has been occupied since 1856 as the headquarters of the *Royal Yacht Squadron*, the most exclusive yacht-club in the world. Hard by is the *Royal London Yacht Club*. The esplanade ends on the W. at *Egypt Point* (good bathing), whence the walk may be extended to (1 m.) *Gurnard Bay*. The *Victoria Pier* is another resort of visitors. A tablet on a house at the corner of Mill Hill Road indicates the birthplace of Dr. Arnold (p. 242).

East Cowes, on the other side of the Medina, reached by ferry or floating-bridge (see above), is largely occupied by the industrial classes. Many famous vessels have been launched here at the large works of Messrs. J. S. White & Co., and seaplanes also are made. Adjoining the town are *East Cowes Castle* and *Norris Castle*, the latter occupied by Queen Victoria in her youth.

About ¾ m. S.E. of East Cowes (main entrance on the high ground above the ferry-landing; omn. or brake 6*d.*) is **Osborne House,** with its two towers (100 ft.), built in the Palladian style in 1846, and long the seaside home of Queen Victoria, who died here in 1901. King Edward presented it to the nation in 1902, as a memorial of his mother, and it was made a convalescent home for officers. In normal times it is open to the public in summer (April–Sept.) on Tues. and Fri., 11.30–5 (in winter, on Fri., 11.30–3.30); and on these days coaches run to it from all parts of the island.

Visitors are shown through the *State Apartments*, among which is the Durbar Room, containing gifts made by Indian princes to Queen Victoria. The *Swiss Cottage*, in the grounds, ⅜ m. E. of the mansion, contains a small museum. — The old riding school and stables of Osborne are now incorporated in the bungalow buildings of the *Royal Naval Training College*, attended by about 400 cadets. — *Barton Manor*, also in the grounds of Osborne, is a modern edifice incorporating some remains of a small religious house. It is sometimes occupied by King George.

On the high bank of the river, 1 m. S. of Osborne, stands **Whippingham Church,** a strange medley of English and German architecture, said to have been designed by Prince Albert. It contains some good stained glass, the large marble tomb of Prince Henry of Battenberg, who died during the Asbanti Expedition (1896), medallion busts of several of the royal family, and many gifts from Queen Victoria.

Opposite Whippingham, on the left bank of the Medina, 2 m. from Cowes, is *Northwood Church*, the mother-church of Cowes, with a Norman doorway and arcade and a Jacobean pulpit.

From Cowes travellers may return either direct to *Southampton* or to *Portsmouth* viâ *Ryde* (comp. p. 84).

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14. FROM SOUTHAMPTON TO BOURNEMOUTH AND WEYMOUTH.

63½ m. L. & S.W.R. to *Weymouth* in 2–3 hrs. (10/10, 5/5); to (28½ m.) *Bournemouth* in ¾–1¼ hr. (4/9, 2/4½). This picturesque route first crosses the New Forest and then runs parallel with the coast. Some trains run from Brockenhurst to Weymouth viâ Wimborne (see p. 96).

From London (Waterloo) through-trains run viâ Southampton West (see Rte. 12) to (108 m.) *Bournemouth* in 2–4 hrs. (18/6, 9/3) and to (143 m.) *Weymouth* (23/10, 11/11) in 3¾–4½ hrs., with through-carriages for Swanage, Lymington, etc. Other trains from Waterloo reach Bournemouth West viâ Salisbury (see Rte. 16; 19/, 9/6); and another direct route from London to Weymouth (155 m. in 3¾–5 hrs.) is by the G.W.R. trains from Paddington (Rte. 17).

Motor Route, 63 m. We leave Southampton by Commercial Road (Pl. A 1). — 4 m. *Totton* (see below). — 6 m. *Lyndhurst* (see below). — 15 m. *Christchurch* (p. 97). — 5 m. **Bournemouth** (p. 98). — 15 m. *Wareham* (p. 100). — 5 m. *Wool* (p. 100), 6 m. beyond which we diverge to the left from the Dorchester road. — 13 m. **Weymouth** (p. 122).

Southampton (West), see p. 80. At (2½ m.) *Redbridge* (comp. p. 83) the railway crosses the *Test*, at the head of Southampton Water, and beyond (3¼ m.) *Totton*, the station for *Eling* (1 m. S.), it enters the New Forest. — At (6 m.) *Lyndhurst Road* (New Forest Hotel) omnibuses (1/; outside 6*d.*) meet the trains to convey passengers to (2¾ m.) **Lyndhurst** (*Crown*, crowded in the season, R. from 4/, D. 6/; *Grand*; *Fox & Hounds*; numerous lodgings), the 'capital of the New Forest' and the best headquarters for visitors (2406 inhab.). The elaborate modern church contains a wall-painting of the 'Ten Virgins' by Lord Leighton. In the *King's House*, the residence of the Deputy Surveyor of the New Forest, is a hall used by the Forest Court, or Court of Swainmote, which meets every 40 days. Over the chimney-piece hangs the so-called 'William Rufus's stirrup-iron' (in reality of much later date).

The ***New Forest**, occupying the S.W. corner of Hampshire, between Southampton Water and the Avon, covers about 93,000 acres, of which about 65,000 acres belong to the Crown, the remainder being disafforested and in private hands. The local authorities are the deputy-surveyor, the official verderer, and six verderers elected by the commoners. The name 'New Forest' dates from 1079, when William the Conqueror, who "loved the tall deer as if he were their father," set it apart as a hunting-ground, with less ruthlessness and under a less severe forest-code than was long popularly believed. It is a 'forest' only in the sense of being an uncultivated region used as a royal hunting-ground (just as 'chase' is a similar tract not belonging to the Crown), and its fine stretches of ancient oaks, beeches, yews, and hollies are diversified by wide expanses of heath, farmland, and modern fir-plantations. A few red deer, fallow deer, and roe-deer still linger, but the hardy and active New Forest ponies (descended from an indigenous wild breed), and, during the 'pannage' months (Sept. and Oct.), the commoners' pigs are more in evidence. Birds are comparatively scarce, but the insect life is very varied, and botanists may find several rare plants. *Marryat's* 'Children of the New Forest' and *Blackmore's* 'Cradock Nowell' have their scenes in the forest.

The more accessible parts of the forest are crowded in summer with motorists and other visitors; its attractive inner recesses are open to the pedestrian only, whose best plan, perhaps, is to follow the watercourses. Some of the chief points in the N. part may be included, as follows, in a round of about 15 m. (carriage c. 15/) from Lyndhurst (comp. the map). We follow the Christchurch road (to the W.) and

descend to the pretty forest-lawn of (2 m.) *Alum Green*, on the left of which is the hamlet of *Bank*, with 'Annesley,' long the home of Miss Braddon (Mrs. Maxwell, d. 1915). About 1½ m. farther on is *Knightwood*, with a famous oak 20 ft. in girth. Here we take the side-road to the right and proceed viâ (1½ m.) **Mark Ash*, with the finest beeches in the forest, and (1½ m.) *Bolderwood*, with the 'King' oak and many fine fir trees. On reaching the (1 m.) Ringwood and Lyndhurst main road, we keep to the right, then turn to the left, and proceed to (2½ m.) *Stony Cross* (370 ft.; Compton Arms). About ¾ m. E. of the hotel, a little N. of the road, is the *Rufus Stone*, on the site of the tree whence glanced the arrow that slew William Rufus in 1100. According to one account the king was accidentally killed by Sir Walter Tyrrel, according to another he was murdered by a dispossessed Saxon; all that is known for certain is that he was killed by an arrow in the forest and was hastily interred at Winchester (comp. p. 75). From Stony Cross we descend viâ the pretty village of (2 m.) *Minstead* (Trusty Servant Inn) and then past the kennels of the New Forest fox-hounds to (2½ m.) Lyndhurst. Other pleasant walks or drives may be made from Lyndhurst through the forest to (4 m.) *Brockenhurst* and to (7 m.) *Beaulieu Abbey* (see below).

8¾ m. *Beaulieu Road* is the nearest station to (3¼ m.) Beaulieu Abbey (pron. 'Bewley'), which stands in a picturesque situation on the Beaulieu River, a creek of the Solent. About the abbey has grown up the quaint village of *Beaulieu* (pop. 986; Montagu Arms).

***Beaulieu Abbey**, a wealthy and powerful Cistercian house, founded by King John in 1204, stood on the E. side of the river. The *Palace House*, representing the old gatehouse, is now the residence of Lord Montagu. The chief relic of the extensive abbey-buildings (open 9–6; adm. 6*d*.) is the old E.E. refectory, now the *Parish Church*, with fine lancet windows, roof-hosses, and a beautiful *Pulpit on the wall, originally used by the monkish lector (comp. p. 221). Against the E. wall is the monument of Mary Do (d. 1651), with a curious acrostic. Other remains are the ruined cloisters, three arches of the chapter-house, the lay brothers' dormitory (restored in 1911), the well-house, a wine-press, the foundations of the large church, and portions of the wall that enclosed the abbey-precincts. Margaret of Anjou, wife of Henry VI, here sought sanctuary with her son Prince Edward in 1471 after the battle of Barnet, and here also Perkin Warbeck found a brief refuge in 1497.

13½ m. **Brockenhurst** (*Inns.*; *Balmer Lawn*, *Forest Park*, both 1 m. N. of the station; *Morant Arms*, at the station; *Rose & Crown*), a picturesque, straggling village (2048 inhab.), is another popular starting-point for excursions in the New Forest, though less central than Lyndhurst. Pony races and sales are held in Aug. on *Balmer Lawn*, to the N., on the road to Lyndhurst.

From Brockenhurst a branch-line (through-carriages from Waterloo) runs S. to (4¾ m.) **Lymington** (*Angel*; *Londesborough Arms*), a picturesque old port and favourite yachting station (4329 inhab.) at the mouth of the *Lymington River*, which flows through the New Forest into the Solent. King Henry II landed here in 1154 on the way to his coronation. The train, crossing the river, runs on to (½ m.) *Lymington Pier*, whence steamers ply to Yarmouth, Totland Bay, and Alum Bay, in the Isle of Wight (see p. 84). Motor-omnibuses run in summer several times daily to (4 m.) *Milford-on-Sea* (p. 97).

From Brockenhurst to Weymouth viâ Wimborne, 53 m., L. & S.W.R. in 1¾–2¼ hrs. (8/10, 4/5). This alternative route, the first portion of which skirts the S. margin of the New Forest, is used by some trains from London to Weymouth (comp. p. 95) and also by local trains to Poole and Bournemouth West. — 11 m. *Ringwood* (Crown; White Hart), a town of 5055 inhab. on the *Avon*, near the W. end of the New Forest (see p. 95), is known for its knitted gloves ('Ringwoods'). To the N. is (2 m.) *Somerley*, the seat of the Earl of Normanton, with fine examples of Reynolds and other

paintings (no adm.). Branch-line from Ringwood viâ (5½ m.) *Hurn*, 1 m. N.E. of Heron Court (p. 99), and (8½ m.) *Christchurch* (see below) to (12 m.) *Bournemouth Central* (p. 98). — 15¾ m. *West Moors*, junction for Salisbury (see p. 117). We enter *Dorsetshire* (p. 99). — 20½ m. **Wimborne** (*Rfmts.*; *Crown*; *King's Head*), an ancient town (3711 inhab.) on the *Stour*, ¾ m. N.W. of the station, has a fine *Minster, or collegiate church, with a noble Trans. Norman tower of red sandstone over the crossing and a Perp. tower (1448) at the W. end. The most interesting features of the interior are the lantern formed by the central tower, the E. window, filled with Italian glass, the monument of the Duke of Somerset (d. 1444) and his wife, a lunar orrery, and the chained library. Matthew Prior, the poet (1664–1721), was born at Wimborne and educated at the grammar school. *Canford Manor*, the fine modern mansion of Lord Wimborne, 1 m. E. of the station, contains an interesting collection of paintings, chiefly of the Italian school, and some Assyrian sculptures (no adm.). About 2 m. N.W. is *Kingston Lacy*, built by Webb from the designs of Inigo Jones and containing a fine collection of paintings of the Spanish, Italian, and other schools (no adm.). A short branch-line connects Wimborne with the Bournemouth-Bath railway (p. 148). — 22¾ m. *Broadstone Junction*, on the Bournemouth-Bath line (p. 149), where the local trains to Poole and Bournemouth West diverge. Hard by is *The Orchard*, the last home of Alfred Russel Wallace (1823–1913). — At (26 m.) *Hamworthy Junction* (p. 100) we rejoin the main line to Weymouth.

At (16½ m.) *Sway* the main line emerges from the New Forest. — 19¼ m. *New Milton*, station for (1½ m.) *Barton-on-Sea* (Barton Court Hotel; St. Catherine), with a golf-course, and for (3½ m.; omn. twice daily) *Milford-on-Sea* (Victoria, R. from 6/6, D. 5/; Red Lion), a quiet bathing resort with fine views (motor-omnibus to Lymington, see p. 96).

Hurst Castle, built by Henry VIII to guard the W. entrance to the Solent, stands 2½ m. from Milford, at the extremity of a bar of shingle resembling Chesil Bank (p. 122). Charles I was confined here for 18 days before his removal to Windsor in 1648. Close by are a lighthouse and a signal station.

21¾ m. *Hinton Admiral*, 1½ m. S. of which is *Highcliffe-on-Sea*, another embryo seaside-resort. *Highcliffe Castle* (Mr. H. Gordon Selfridge) is a remarkable Gothic structure, the style being determined by a number of fragments from monastic and other ruins in Normandy, re-erected here by Pugin for Lord Stuart de Rothesay. It was occupied for a short time in 1907 by the ex-Kaiser Wilhelm II and contains various interesting works of art (adm. on application at the lodge).

25 m. **Christchurch** (*King's Arms*), an ancient town (5104 inhab.), is situated at the head of Christchurch Harbour, between the Avon and the Stour (good boating and fishing). Once known as *Twineham*, the town derives its present name from its magnificent *Priory Church (adm. 6*d.*, tower 3*d.*), now the longest parish church in England (312 ft.). The Perp. W. tower (late 15th cent.) is 120 ft. high (view), but there is no central tower. The beautiful Norman work on the exterior of the N. transept should be noted. We enter by the large **North Porch* (c. 1300); under the tower is a monument to Shelley by H. Weekes (1854). The **Nave*, built by Bp. Flambard (p. 488) about 1093, is a fine specimen of Norman architecture, especially the triforium; the clerestory is E.E. and the vaulting modern. The aisles are likewise Norman work, recast in the 13th century. The 14th cent. rood-screen was radically restored in

1848. The beautiful *Choir* is for the most part late 15th cent.; the stalls have quaint misericords (1200–1500), but the chief feature is the stone *Reredos (late 14th cent.), representing the Tree of Jesse. The *Salisbury Chantry* (1539) the *Lady Chapel* (c. 1405), *St. Michael's Loft* (above the latter), and the fine piscina in the *Draper Chantry* (1529) should not be overlooked.

An old visitors' book shows the signatures (on the same page) of the ex-Kaiser Wilhelm II and Mr. Louis Raemaekers.

Close to the church are the unimportant ruins of the *Castle* and the *Constable's* or *Norman House*. The view of the church and ruins from the *Bridge* should be noted. The *Museum* contains a fine collection of birds (10–5; adm. 1/). Tramway to *Bournemouth*, see below. About 2 m. S.E. is *Hengistbury Head*, commanding fine sea views.

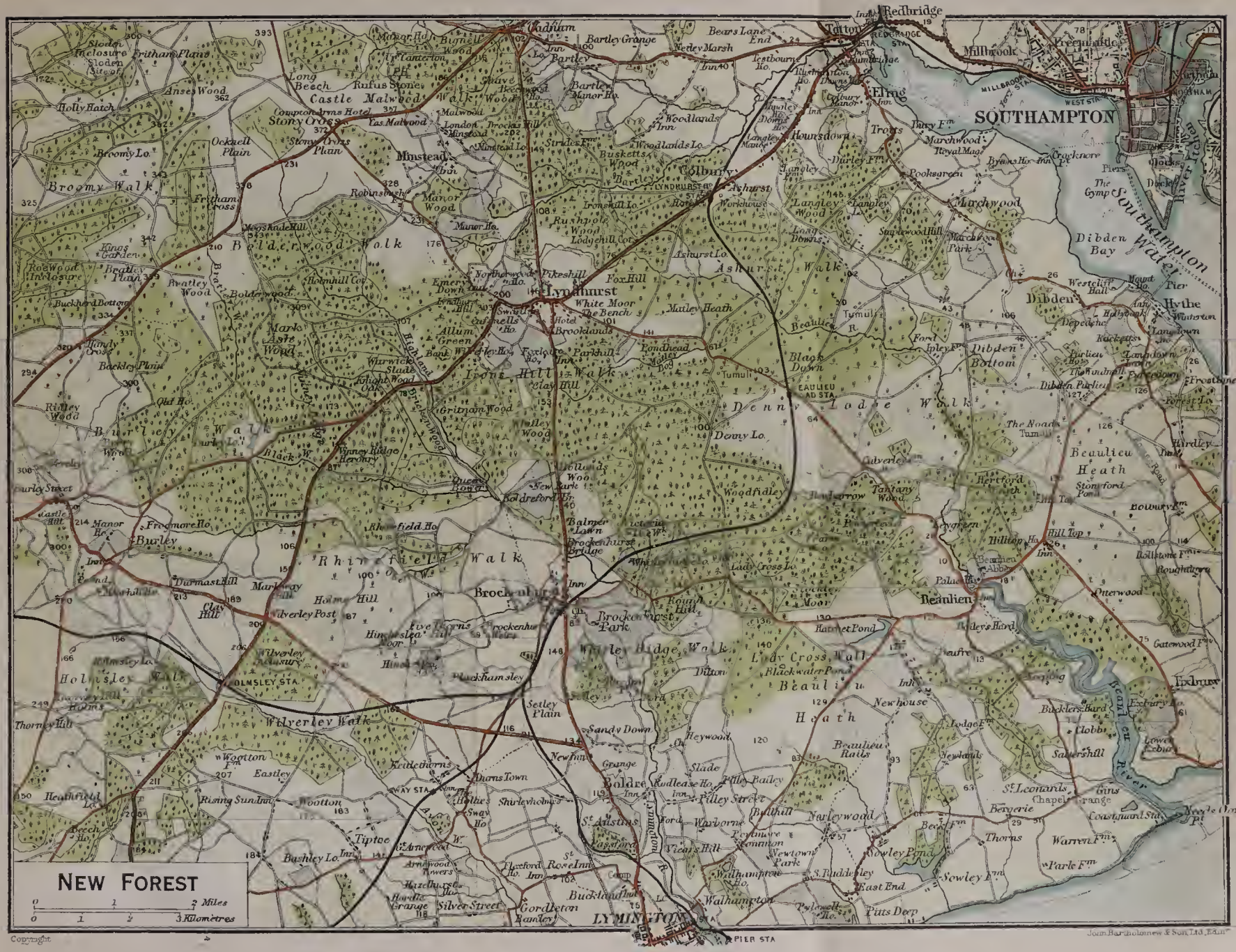
26¾ m. *Pokesdown*; 27½ m. *Boscombe* (see below).

28½ m. **BOURNEMOUTH** (pop. 78,674), a well-built modern "city set in a garden," is one of the most fashionable watering-places and residential towns in England and is a frequented winter resort for invalids. Its popularity dates only from about 1810, and is due in great part to the enterprise of its municipality and to its beautiful situation on *Poole Bay*, at the mouth of a central valley (that of the little river *Bourne*), surrounded by rising ground. The characteristic features of Bournemouth are the pine-woods which encircle it and the beautiful 'chines' which interrupt the line of cliffs. On either side extend modern suburbs, which may almost be considered as separate watering-places: to the E., *Boscombe* and *Southbourne*; to the W., *Westbourne* and *Branksome Park*, the two latter for the most part favourite residential districts. Bournemouth is the 'Sandbourne' of Hardy's 'Tess of the D'Urbervilles.'

Railway Stations (Rfmts. at both). *Bournemouth Central* (Pl. B 6), for the main line of the L. & S.W.R.; the Mid. & S.W. Junction Railway to Andover, Swindon, and Cheltenham; and the G.C.R. trains. — *Bournemouth West* (Pl. B 1), a secondary, terminal station, for local L. & S. W.R. trains to Poole, Wareham, Salisbury, etc.; the Somerset & Dorset Ry. to Wimborne, Templecombe, and Bath; and for the M.R. and G.C.R. through-trains to the North.

Hotels. *Reached from the Central Station*: Royal Bath (Pl. D 4), the only hotel on the East Cliff proper, with fine views of sea; Carlton (Pl. D 5), East Cliff, a residential hotel; Métropole (Pl. C 5); Grand (Pl. C 4); Imperial (Pl. C 5), R. from 6/6, L. 3/6, D. 6/; Lansdowne (Pl. C 5), commercial; Waverley Temperance (Pl. C 6). — *Reached from the West Station*: Branksome Tower, Branksome Park (1 m. from station); Highcliffe (Pl. D 2); Royal Exeter (Pl. D 3), R. from 5/, D. 6/6; Norfolk, Richmond Hill (Pl. B, C 4); Tollard Royal, Savoy, West Cliff (Pl. D 2); Hotel Mont Dore (Pl. B 3); Bourne Hall (Pl. B 1), pens. from 12/6; Central (Pl. C 3); Osborne (Pl. D 3); also Bournemouth Hydropathic (Pl. D 1, 2), West Cliff; Durley Dean Hydro, Chine Rd. (Pl. C 1, 2), pens. from 63/ per week. — At Boscombe, 2 m. E.: Boscombe Chine Hotel, R. from 7/6, D. 6/; Burlington; Linden Hall Hydro; Salisbury. — At Southbourne: Gordon Hotel, pens. from 12/. — At Canford Chine, 3 m. W.: Canford Cliffs Hotel. — Innumerable *Private Hotels* and *Boarding Houses*.

Cabs. Per mile 1/, each ½ m. extra 6*d.*; per hour 3/, each ¼ hr. extra 9*d.* (5 pers.; 3 pers. 2/ & 6*d.*). Taxicabs 1/ per mile, 4/ per hr. (waiting 3*d.* per 3½ min.). Fare and a half between midnight and 6 a.m. — Tramways. An excellent system of tramways (starting from the Square, Pl. C 3) links up Bournemouth with its suburbs and with *Poole* (W.) and


NEW FOREST
0 1 2 Miles
0 1 2 3 Kilometres
SOUTHAMPTON
Redbridge
Millbrook
Freemantle
Totton
Eling
Marchwood
Hythe
Dibden
Dibden Bay
Southampton Water
Lyndhurst
Ashurst
Colbury
Minstead
Stony Cross
Castle Malwood
Bolderwood Walk
Ashurst Walk
Beaulieu Heath
Black Down
Dibden Bottom
Denny Lodge Walk
Burley Walk
Rhinefield Walk
Brockenhurst
Brockenhurst Park
Wilverley Walk
Holmsley Walk
Beaulieu
Beaulieu River
Exbury
Lepe
Hardley
Fawley
Calshot
Hythe Pier
Lymington
Lymington Pier Sta
Walhampton
Boldre
Pilley
Sowley Pond
Parkhill
Foxhill
Pikeshill
Whitemoor
Brookfield
Rhinefield Ho.
Balmer Lawn
Frogmore Ho.
Manor Ho.
Burley
Durmast Hill
Clay Hill
Holmsley Sta.
Beaulieu Sta.
Lepe Sta.
Pier Sta.
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Christchurch (E.), between which places a clear run of 11 m. is obtained (10*d.* all the way). — Motor Omnibuses to *Boscombe* (1*d.*) and to *Canford Cliffs* and *Sandbanks* (on Poole Harbour; 4*d.*). — Motor Boats from Sandbanks Pier for *Poole*, *Wareham*, *Studland*, and *Swanage*. — Excursion Cars and Coaches ply daily in summer to the *New Forest* (7/), *Corfe Castle* (5/), *Wimborne* (3/), *Salisbury*, *Christchurch*, etc.; and Excursion Steamers to various coast-towns, E. and W., and occasionally to the *Channel Islands* and *Cherbourg*.

Amusements. *Winter Garden* (Pl. C, D 3; adm. 6*d.* or 1/), with a Pavilion in which first-class afternoon and evening concerts are given by the admirable municipal orchestra; also variety entertainments. — Bands on the piers. — *Theatre Royal* (Pl. C 3, 4), Albert Road; *Grand Theatre*, Boscombe; *Hippodrome*, Boscombe. — *Rowing Boats*, 2/ per hr.; *Sailing Boats*, 2/6–5/ per hr. — *Lawn Tennis Courts* (6*d.* per hr.) in the parks and pleasure-grounds. — *Golf Courses* abound in and near Bournemouth, which is also an excellent centre for *Hunting* in winter.

Bournemouth is abundantly provided with the usual attractions of a high-class seaside resort, including excellent hotels, two piers, attractive overcliff and undercliff drives, and good bathing from the beach (also from the piers before 8 a.m.), and it has 700 acres of parks and gardens. The banks of the Bourne are attractively laid out as pleasure grounds, and behind the extensive *Meyrick Park* (Pl. A 3) stretch the remains of the *Talbot Woods*, with fragrant pine-trees. On the E., dividing Bournemouth from Boscombe, lies *Boscombe Chine*, while on the W. are *Durley Chine* (Pl. D 1), the less sophisticated *Alum Chine*, and **Branksome Chine*. — In the graveyard of *St. Peter's Church* (Pl. C 4) are the tombs of William Godwin (d. 1836), his wife Mary Wollstonecraft (d. 1797), and his daughter Mary Shelley (d. 1851). The *Russell-Cotes Art Gallery & Museum* (Pl. D 5), in East Cliff Road, presented to the town by Sir Merton and Lady Russell-Cotes, is an interesting collection of paintings (examples of Turner, Corot, and many of the later Victorians) and other works of art (open first Wed. of each month by ticket, 6*d.*, or on application any time; catalogue 1/). — R. L. Stevenson lived at Skerryvore, 61 Alum Chine Road, from 1884 to 1887, and there wrote 'Dr. Jekyll and Mr. Hyde.'

Of the rhododendron plantations for which the Bournemouth district is noted the best known are the Earl of Malmesbury's at *Heron Court* (5 m. N.E.; not open to the public at present).

From Bournemouth to *Salisbury*, see p. 117; to *Bath*, see p. 148.

Beyond Bournemouth the railway traverses a picturesque region, affording access to several favourite family seaside resorts. — Beyond (31½ m.) *Branksome* (spur-line to Bournemouth West, ¾ m., see p. 98), where we enter Dorsetshire, and (32½ m.) *Parkstone* (Central; Sea View), the E. suburb of Poole, we cross a ramification of Poole Harbour and Poole Park (with its swans). At Parkstone is the site for the Russell-Cotes Nautical School (of Dr. Barnardo's Homes).

Dorsetshire, or **Dorset**, a hilly county partly occupied by chalk downs, is mainly pastoral and agricultural, noted for its dairy-farms in the *Vale of Blackmore* and other fertile valleys, yielding the famous Dorset butter, though the stone-quarries of Purbeck and Portland are likewise important. Its prehistoric and Roman remains are interesting. Dorset forms the main part of the Wessex of Thomas Hardy, though hardly of history. Its dialect may be studied in the poems of William Barnes, the Dorset poet (p. 121).

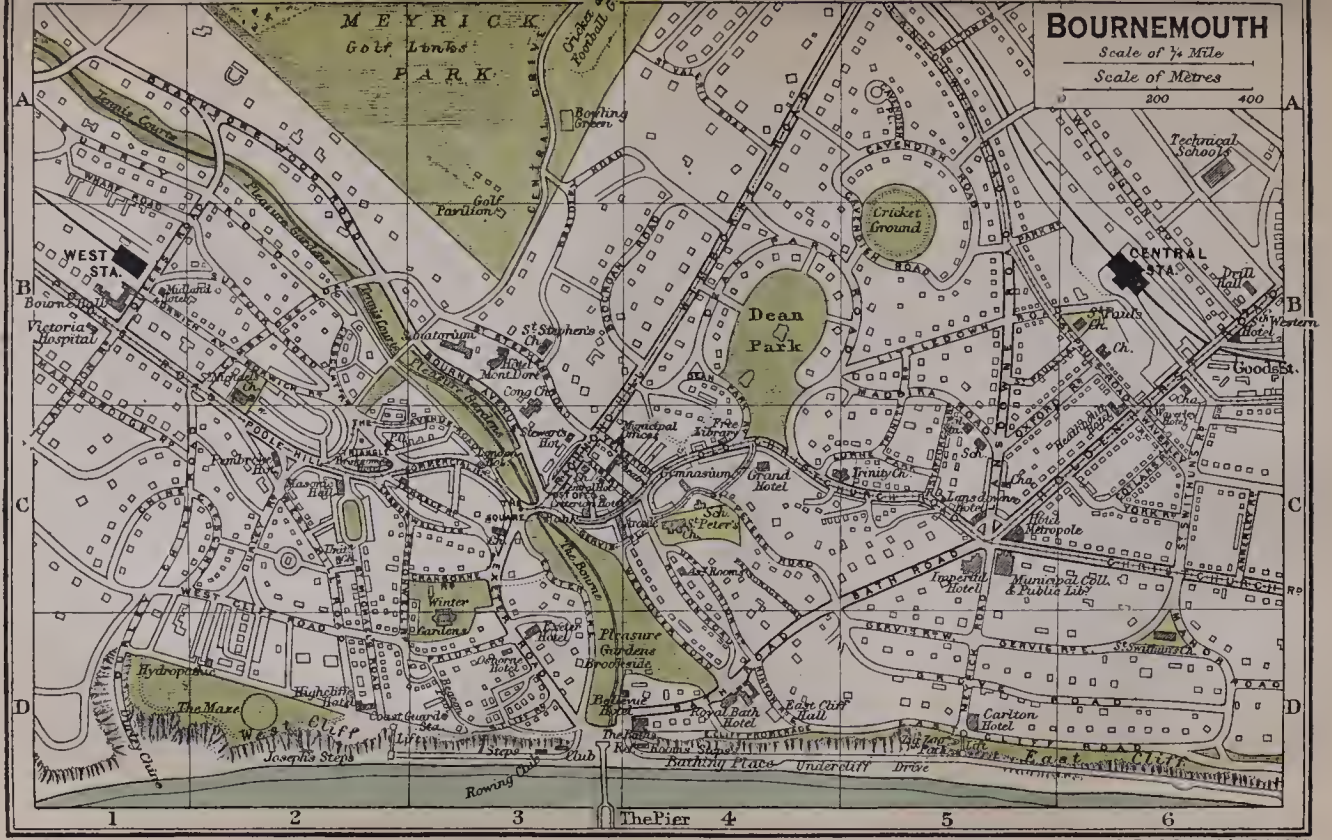
34½ m. **Poole** (*London*; *Antelope*), an ancient and still active little seaport (pop., including Branksome, 38,885), with a town hall of 1761, a good local museum, and a park with a salt-water lake of 60 acres, is situated on *Poole Harbour*, a capacious and almost landlocked bay, surrounded by heaths and very picturesque at high water. Just within the narrow mouth of the harbour is *Brownsea* or *Branksea Island*. From Poole to *Bath*, see p. 149; to *Salisbury*, see p. 117. — Our train crosses *Hole's Bay*, a branch of Poole Harbour, and at (37 m.) *Hamworthy Junction* joins the alternative line from Brockenhurst to Weymouth (p. 96).

41½ m. **Wareham** (*Red Lion*; *Black Bear*), an ancient little town (2002 inhab.), situated on the navigable *Frome*, is built within an enceinte of massive Anglo-Saxon earthworks ('the Walls'), with its four main streets intersecting each other at right angles. *Lady St. Mary's Church* contains the marble coffin of Edward the Martyr (see below), near the interesting leaden font (12th or 13th cent.), and two remarkable little chapels. *St. Martin's*, a small church on the walls, is partly Saxon.

Bere Regis, 6½ m. N.W. of Wareham, is the 'Kingsbere' of Hardy's Tess,' and the interesting church, which has a good carved timber ceiling, contains the burial-chapel of the Turbervilles. *Woodbury Hill*, close by, is the scene of a once-famous fair (Sept. 18th), the Greenhill Fair of 'Far from the Madding Crowd.'

From Wareham to Swanage, a branch-line (11 m. in 25 min.; 1/10, 11*d.*; through-carriages from Waterloo) crosses the so-called *Isle of Purbeck*, a bold promontory of downs and heath, of great interest to geologists and yielding potter's clay and the shelly limestone known as Purbeck marble. — 6 m. *Corfe Castle* (Bankes Arms, R. 3/, D. 4/; Greyhound). Above the village, boldly situated on an isolated hill in the centre of a gap in the downs, are the striking ruins of ***Corfe Castle** (open 9–6, Sun. 2–6; adm. 6*d.*), famous for its gallant defence for six weeks in 1643 by Lady Bankes against 600 Parliamentary troops. In 1646, however, it was seized by stratagem and deliberately reduced to its present curiously shattered condition by explosions of gunpowder. The castle, dating mainly from the Norman and Edwardian periods, occupies the site of the hunting-lodge at the gate of which King Edward the Martyr was murdered by his stepmother Elfrida in 978. It was a favourite residence of King John; and Edward II was imprisoned here in 1326, just before his death at Berkeley Castle (p. 257). At *Kingston*, 2 m. S.W., is a sumptuous church built by Street in 1880. — 11 m. **Swanage** (*Royal Victoria*; *Grand*; *Grosvenor*; *Ship*; *Highcliffe*, private), a quiet and pleasant seaside resort (4689 inhab.). Steamers in summer to Bournemouth (return fare 1/). The façade of the Town Hall originally belonged to the Mercers' Hall in London, and was designed by Wren; the clock-tower, near the pier, was originally erected in honour of the Duke of Wellington at the S. end of London Bridge. At *Durlstone Head* (restaurant), 1¼ m. S., is a terrestrial globe formed of a boulder 10 ft. in diameter and weighing 40 tons; and near it is a chart of the Channel cut in the stone. About ½ m. E. of this are the romantic *Tilly Whim Caves*, once used by smugglers, and the walk may be extended along the coast, past (1½ m.) *Dancing Ledge* (so called from the motion of the waves of the making tide), to (4½ m.) *St. Alban's* or *St. Aldhelm's Head*, with a Norman chapel, whence the return to (6 m.) Swanage may be made viâ *Worth*. — About 3 m. N. of Swanage (omn. 1/) is the charming village of *Studland* (Bankes Arms), with a tiny Norman church, on a pretty bay. On the moor, 1 m. N.W. of Studland, is a curious block of ferruginous sandstone (16½ ft. high; c. 400 tons), known as the *Agglestone*, left isolated by the disintegration of the surrounding strata.

The railway now ascends the valley of the *Frome*. — At (46½ m.) *Wool* are the scanty ruins of *Bindon Abbey* (adm. 6*d.*;



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Mon. & Thurs. 3*d.*), founded by the Cistercians in 1172, and the manor-house of the Turbervilles, where Tess and Angel Clare spent their wedding-night.

Lulworth Cove (Cove Hotel), 5 m. S., beyond *West Lulworth* (Castle Inn), is a charming little summer resort. The Cove proper is a remarkable circular bay, about 500 yds. in diameter, almost completely landlocked by tall oolite and chalk hills. At *East Lulworth*, about 2¼ m. N.E., is *Lulworth Castle* (16–17th cent.), the square feudal-looking seat of the ancient Roman Catholic family of Weld. The fine park is open to the public; the house by special permission only. Splendid walks may be taken from the Cove along the cliffs in either direction: E. viâ *Worbarrow Bay* to (10 m.) *St. Alban's Head* (p. 100) or W. to (10 m.) *Weymouth* (p. 122).

Beyond (51 m.) *Moreton* we next reach (56 m.) **Dorchester** (L. & S.W. station; *Rfmts.*), see p. 121. Thence to (63½ m.) **Weymouth,** see p. 122.

15. THE CHANNEL ISLANDS.

Mail Steamers. Steamers ply (at night) from *Southampton* on Mon., Wed., & Fri., and from *Weymouth* on Tues., Thurs., & Sat. Boat-trains from London to the steamer-side run from Waterloo to Southampton and from Paddington to Weymouth. Before the War steamers plied daily (except Sun.) in summer (June–Aug.; also in Sept. from Southampton) both from *Southampton* (at night) and from *Weymouth* (daylight service). The steamers touch first at Guernsey (7 hrs. from Southampton, 4¼ hrs. from Weymouth) and after about 1 hr.'s delay go on to (1½ hr. more) Jersey. Fares from either port 20/, 14/, return (valid by either route) 33/, 23/; from London 33/, 20/, return 48/, 30/. Adm. of 3rd class passengers to the saloon on the steamer 5/, double journey 8/.

From *Plymouth* (Sutton Wharf) steamer once weekly to (7½ hrs.) Guernsey and Jersey (16/, 14/, return 24/, 17/). — From *London Docks* (East Dock), cargo-steamer of the London & Channel Island S.S. Co. (4 Eastcheap, E.C. 3) twice weekly to (26 hrs.) Jersey (12/6, return 20/ food 4/6 per day), returning viâ Guernsey direct to London. Both these services are at present suspended.

The **CHANNEL ISLANDS** (*Iles Anglo-Normandes*), viz. *Jersey*, *Guernsey*, *Alderney*, and *Sark*, with the islets of *Herm* and *Jethou* and a labyrinth of rocks and reefs, are situated in the wide gulf of St. Malo, off the N. coast of France. Though within 10–30 m. of the coast of the Cotentin in Normandy and 50 m. at their nearest point from England (Portland Bill), they have been united with the latter through the Crown for seven centuries and a half. The total area of the archipelago is about 75 sq. m., and their population in 1911 was 96,900. English, of course, is spoken and understood everywhere, though French is the official language, while the natives among themselves use a dialect or patois, which varies considerably in the different islands and even in the different parishes. — These "lovely gardens of the sea," as Victor Hugo calls them, are an attractive summer resort, offering fine rock scenery, rich and varied vegetation, a pleasant climate, bathing, boating, golf, and good roads for cycling, the best month being perhaps September. At the same time they afford most interesting material for study to the historian, the lawyer, the economist, and the archæologist. Beneath a veil of modern English life the Norman feudal system still faintly

lingers, especially in Sark. Compulsory service in the militia has been the rule for centuries.

The Channel Islands are divided into the two distinct Bailiwicks of Jersey and Guernsey, differing considerably in constitution. Alderney, Sark, Herm, and Jethou rank as dependencies of Guernsey. Both the little commonwealths have retained their domestic independence, with their own legislatures and jurisprudence, and are not controlled by the Imperial Parliament. Acts of the island legislatures must receive the consent of the Crown (intimated through the Home Secretary). The Privy Council, too, is the final court of appeal. The foundation of their laws is the Grand Coutumier of Normandy, modified by centuries of island legislation and by the adoption of many British Acts of Parliament. Each bailiwick has its Lieutenant-Governor (or commander-in-chief), its Bailiff (or chief magistrate), and its own judicature. The bailiffs (who are also ex officio presidents of the States) preside over the royal courts, consisting of 12 Jurats (Jurés-Justiciers), chosen by the whole electorate in Jersey, and by a body called the States of Election in Guernsey. In Jersey the States consist of the 12 jurats, 12 rectors, and 12 constables of the parishes, and 17 deputies (one for each country parish and 6 for the town of St. Helier). The lieutenant-governor and crown officers have seats in the States and may speak but not vote. In Guernsey the States consist of the 12 jurats, the crown officers, 8 (out of 10) rectors, 15 douzeniers (or representatives of the parishes), and 9 deputies, elected by the people. The Court of Alderney consists of a judge and 6 jurats (elected by the rate-payers), and these, with the crown officers, form also the States of Alderney. In Sark, where the feudal system is seen in actual operation, though on a microscopic scale, the seigneur and the tenants of his manor form a court, which is presided over by a seneschal nominated by the seigneur.

The Soil of the islands, light and very productive, is industriously cultivated and periodically enriched with ' vraic ' or seaweed. Except in the case of the fiefs and seigneuries (p. 103) the land in descent is subject to ' partage ' amongst the members of the family, so that the islands present an interesting system of small holdings. Large quantities of early potatoes, tomatoes, apples, and pears are exported to England from Jersey, and grapes, melons, and tomatoes from Guernsey. The Jersey cabbage, or great cow cabbage (*chou cavalier*), often grows to a height of 10 ft., and its stalks are manufactured into walking-sticks. — The famous Cattle of the Channel Islands, of small size and delicate frame but unsurpassed as milkers, are of two breeds, viz. Jersey cattle, descended from a Breton stock, and Alderney or Guernsey cattle (rather larger), descended from a Norman breed. These are the only breeds permitted to exist in the islands; they are never crossed and purity of breed is maintained by strict legislation. Considerable numbers are exported to England and America.

Money. British coins are, of course, legal tender in all the islands, and no others are usually accepted at the post offices and the larger hotels; but Jersey and Guernsey each have a local ' copper ' coinage, not mutually valid, corresponding to British pence and half-pence, while the French 20-franc piece is normally taken at 15/10. In Guernsey there are two prices, ' British ' and ' Currency ' (20/ British = 21/ Currency), and at shops, etc., when e.g. a shilling is tendered for an article marked at that sum a copper should be given in change. The visitor had better not accept the local banknotes.

History. The present inhabitants are mainly of Norman descent, with an admixture of Breton blood, but in Alderney the stock is mainly English. It is doubtful whether the islands came under the rule of Rollo at the Treaty of St. Clair-sur-Epte (912), but in 933, after the conquest of the Breton chiefs, they became part of the Duchy of Normandy. At the Norman Conquest they were united to the English Crown, and this union, interrupted under William II and Stephen, became permanent on the accession of Henry II in 1154. When Philip Augustus of France confiscated the Duchy of Normandy and united it to his crown in 1204, the islanders remained faithful to King John, and France apparently forgot them. It is curious to note, however, that ecclesiastically they still long remained subject to the Bishop of Coutances, for the bull of Pope Alexander VI, transferring them to the diocese of Winchester at the instance of Henry VII, did not take actual effect

until 1568. By the Treaty of Bretigny in 1360 Philip II recognized the English claim to the islands, but both before and after that date the French made repeated efforts to take possession of them, the final attempt being made in 1781, when the invaders, under Baron de Rullecourt, were defeated at the Battle of Jersey, in the market-square of St. Helier, by Major Francis Peirson, who fell at the moment of victory (Jan. 6th). During the Civil War Guernsey sided with Cromwell, while the royalist Jersey afforded an asylum to Charles II when Prince of Wales (comp. below) and proclaimed him as king immediately on the execution of his father. But Dec. 15th, 1651, saw the surrender of all the islands to the Parliamentarian forces under Admiral Blake and General Heane. A silver-gilt mace, presented at the Restoration by Charles II to Jersey, is still carried before the Bailiff in the Court and States. Victor Hugo, exiled from France by the Coup d'Etat of 1851, sought refuge, at first in Jersey, but from 1855 in Guernsey, where he remained until the fall of the Second Empire in 1870 (comp. pp. 104, 107).

JERSEY (39,000 acres ; pop. 51,900), the *Cæsarea* of the ancients, lying 12 m. from France, is 12 m. long and 6 m. wide. The N. coast offers picturesque rocky scenery with many remarkable sea-caves, while the other coasts consist of open sandy bays enclosed by rocky headlands. The well-wooded interior is intersected by lovely miniature valleys.

The island is divided into 12 parishes, each with its ancient church, mostly built in the 12th cent. but sadly entreated since. Ancient small manor and farm houses, with rectangular windows and of a severe simplicity, and some with their characteristic double gateways of granite, exist in numbers all over the island ; but these, too, have been freely modernized. — There are in Jersey, besides eight fiefs or seigneuries held by knight's service, five superior fiefs (St. Ouen, Rosel, Samarés, La Trinité, and Mélesches), called fiefs haubert, held direct of the Sovereign 'par foi et hommage ou service de chevalerie.' A fief haubert ranks immediately below a feudal barony. Leave to visit the grounds of the manor-houses, with their chapels and their ancient colombiers, is freely granted to suitable applicants ; admission to the houses requires special introduction.

St. Helier (pop. 29,000), the capital of Jersey, situated on the fine bay of *St. Aubin*, often compared with the Bay of Naples, is a clean and flourishing town, with fine parks and two excellent sea-bathing establishments. Prominent in the centre of the bay as the steamer approaches the harbour is *Elizabeth Castle*, built in Queen Elizabeth's reign on the site of the ancient monastery from which the town took its name (permit to visit obtained at the District Office). Within it is the house in which Lord Clarendon wrote his History of the Great Rebellion and in which Charles II sought refuge with him in 1646–49 (comp. above). On a rock called the *Hermitage*, just beyond the castle, is a rudely-built chapel or oratory with a pointed stone roof of the 11th cent. (key at the lighthouse).

Hotels (hotel-omnibuses meet the steamers). GRAND HOTEL, Westmount, faciug the sea; ROYAL, David Place, near the centre of the town; ROYAL YACHT, near the harbour; BRITISH, Broad St. ; HALKETT, Halkett Place ; SOUTHAMPTON, STAR, at the pier. — French Hotels : HÔTEL DE L'EUROPE, Mulcaster St., good cuisine ; POMME D'OR, at the pier ; PALAIS DE CRISTAL, King St. — *Pension Omaroo*, Havre des Pas. — *Boarding Houses and Apartments* abound ; apply to the Secretary, Jersey Commercial Association.

Post Office, Halkett St. — AMERICAN CONSULAR AGENT, *Albert E. Ereaul.*

Theatre Royal, Gloucester St. — *West Park Pavilion.*

Cabs, 1/ per mile; from the harbour to the town 1/6. — CARRIAGES for excursions, 20/–25/ per day. — EXCURSION CARS (fare 2/6) make circular tours daily, but are not recommended to those who desire to visit the various points of interest in leisurely comfort.

Steamers viâ *Guernsey* to England daily (see p. 101); the Southampton steamers berth in the Victoria Harbour, farthest from the town, the Weymouth boats in the Old Harbour. Before the War steamers (in summer) plied weekly or oftener to and from *London* and *Plymouth*, and to and from *Granville*, *St. Malo*, and *St. Brieuc* in France.

At the entrance to the town is the *Parish Church* (12th and 14th cent.), with a low massive square tower, to the E. of which is ROYAL SQUARE, the ancient market-place and scene of the Battle of Jersey in 1781 (p. 103). A statue of George II stands on the site of the old market-cross, and official proclamations are still made at this spot on market-days. One side of the square is formed by the *Court House* or *Cohue Royale*, the *Salle des Etats* (where the local Parliament meets), and the *Public Library* (founded in 1736). The first contains a fine portrait of General Conway (Governor of Jersey in 1772–95) by Gainsborough and a copy of Copley's 'Death of Major Peirson' (now in the National Gallery). On the Town Hill, overlooking Royal Square on the S., is *Fort Regent*, built in 1806. — The museum of the *Société Jersiaise*, at No. 9 Pier Road, near the church, contains interesting prehistoric relics found in the island (adm. 6*d.*; free on Thurs. in summer, 2.30–5 p.m.). In the *Town Hall*, in York St., is a collection of paintings, mainly by local artists. *Victoria College*, a public school opened in 1852, is finely situated on an eminence E. of the town.

The following four EXCURSIONS from St. Helier include the most noteworthy points in the island. Nos. 1 and 2 may be made partly by rail, partly on foot, Nos. 3 and 4 by carriage, or prefcrably by motor-car or cycle. Excursion-cars, see above.

1. FROM ST. HELIER TO GOREY, by the Eastern Railway (Snow Hill Terminus; in 25 min.; 1/3, 1/), skirting the S. and E. coasts. Beyond *St. Luke's*, the first station, is the Maison Victor Hugo, where the poet lived in 1852–55 (p. 103). *Samarès* (St. Clement) is the station for the *Manor of Samarès*, mostly of the 18th cent. with some mediæval remains. The fine dolmen of Mont Ubé lies 5 min. from the station. On the left, beyond *Grouville*, appears Gorey Common, with its golf-course and racecourse. Beyond *Gorey*, famous for its oysters, we reach the terminus at *Gorey Pier* (Main's Elfine Hotel, pens. 9/, good cooking; British Hotel), whence a steamer plies daily in summer to (1 hr.) *Carteret* in France. On a lofty headland dominating the village is *MONT ORGUEIL CASTLE, an imposing ivy-mantled mediæval fortress (adm. 6*d.*).

Called 'Castellum de Gurrit' in ancient records, the castle was begun early in the 12th cent., to which date the crypts of the chapels of St. Mary and St. George belong. The title of 'Mont Orgueil' was conferred upon it by the Duke of Clarence, brother of Henry V, and though the castle underwent many sieges its keep was never taken. William Prynne, the Puritan, was imprisoned here in 1637–40. The view from the summit of the keep is extensive, embracing on a clear day the coast of France and the spires of Coutances cathedral.

A steep pathway ascends from the exit of the castle to the

summit of Gorey Hill, with notice-boards indicating the way to the *Dolmen de Faldouet*, the finest megalithic remains in Jersey. The capstone weighs 23 tons. From the dolmen we descend to the *Bay of Anne Port*, whence a picturesque *Coast Road leads to *St. Catherine's Harbour*, built by the British Government in 1843–55 as a naval harbour of refuge, but afterwards discovered to be useless. Thence we may find our way on foot through the centre of the island to (c. 4½ m.) St. Helier, or return to catch the train at Gorey.

2. From St. Helier to St. Aubin and Corbière, 7 m., by the Western Railway (Western Terminus), at first skirting the Bay of St. Aubin. 4 m. *St. Aubin* (Somerville Hotel, with fine view) is a picturesque little village with a harbour. The road following the Bulwark and ascending the hill past the Somerville Hotel leads to (1 m.) the *Manor of Noirmont* (with fine grounds extending to Noirmont Point) and *Portelet Bay*. From the heights above the latter we cross the common to *La Cotte Point* (the E. arm of St. Brelade's Bay), where a cave-dwelling of Moustierian man has recently been discovered (fine flint implements and other remains in the museum at St. Helier). On the W. side of St. Brelade's Bay is the village of *St. Brelade* (St. Brelade's Bay Hotel, pens. 6/6–9/), the quaint church of which (12th cent.) has been over-restored, though it has escaped more lightly than the other country churches in the island. The *Fishermen's Chapel* (10th or 11th cent.), adjoining, has remains of frescoes on its ceiling. Thence we may proceed to the Corbière either viâ the road behind the rectory or by rail from *Don Bridge Station* (½ m. from St. Brelade). The train crosses extensive sand-dunes, known as *Les Quenvais* (good golf links), and reaches the terminus at (7 m.) *La Corbière* (three fair hotels), situated on the cliffs, overlooking the wild rocky coast and the lighthouse (no adm.). Corbière Point is the S. arm of *St. Ouen's Bay*, which may be conveniently explored thence.

3. From St. Helier to the Western Parishes. We follow the St. Aubin road, noticing at First Tower (in a public garden) the megalithic remains of *Ville ès Nouaux*, consisting of an 'allée couverte' and a kist. At *Bel Royal* we turn inland, by the beautiful valley of St. Peter. Beyond *St. Peter's House*, the residence of the present Bailiff of Jersey, we reach the beautiful *Manor of St. Ouen*, the domain of the De Carteret family since before the Norman Conquest. The original manor-house (of which little remains) dates from the 13th cent., and in recent restorations and additions its character as an ancient fortified house has been preserved. Close by is the parish church (13th cent.), about 1 m. W. of which is the *Dolmen de Grantez*, in a field on the height above St. Ouen's Bay. Thence we follow the main road to the N. to visit the scanty ruins of *Grosnez Castle* (14th cent.), situated on the extreme N.W. point of the island (9½ m. from St. Helier), which commands a magnificent view of the rest of the archipelago. Halfway down the cliffs near the castle is the *Cotte à la Chèvre*, a pre-Moustierian cave-dwelling. We

now strike E. and descend to *Grève de Lecq* (Prince of Wales Hotel), a picturesque bay, with caves accessible at low water. The return to St. Helier may be made through the centre of the island viâ the churches of *St. Mary* and *St. Laurence* (12th and 13th cent. ; interesting), and thence either by the main road to *Millbrook* or, preferably, by descending into the lovely Waterworks valley, the road through which joins the St. Aubin road.

4. From St. Helier to the Eastern Parishes. Quitting St. Helier by St. Saviour's Road, we pass on the right *Victoria College* (p. 104), the *Jesuit College*, and *Government House* (residence of the Lieutenant-Governor), and reach (1 m. from Royal Square) *St. Saviour's Church*, properly St. Sauveur de l'Epine, with its square embattled tower, one of the finest churches in the islands. Thence we strike N.E. for (1¾ m.) *La Hougue Bie*, or the *Prince's Tower* (rfmts. ; fine view from the top), built about 1792 by Adm. Philip d'Auvergne, titular Prince de Bouillon, on a prehistoric artificial mound. On the mound stand also an old chapel (noteworthy font) and a reproduction of the Holy Sepulchre, constructed by a dean of Jersey on his return from Jerusalem in 1525. About 1½ m. farther N. is *St. Martin's Church* (13th cent.), beyond which are *Rozel Manor* (modern house ; beautiful gardens), the residence of the Lemprière family since 1365, and (2 m.) *Rozel Bay* and *Harbour* (inn). The Seigneur of Rozel is bound to ride into the sea up to his saddle-girth to meet the King when he visits Jersey and to act as his butler. — A few min. walk to the E. of Rozel Bay is the *Couperon Dolmen*. In the opposite direction we may proceed viâ *Trinity Church* and thence along the picturesque N. coast, viewing *Bouley Bay*, *Les Platons*, *Bonnenuit Bay*, etc., from the cliffs, and return to St. Helier by the St. John's Road. Or from Trinity Church we may return direct (S.) to (3½ m.) St. Helier, passing the lodge-gate of the *Manor of La Trinité*, a house of the 17th cent. (restored and enlarged), with many interesting features and beautiful sub-tropical gardens.

GUERNSEY (15,500 acres ; pop. 41,823), the *Sarnia* of the ancients, the most westerly and exposed of the islands, is in shape triangular (9 m. in length by 5 m. in width). The S. coast, with its bold rocky headlands, intersected by lovely little valleys, equals in beauty the N. coast of Jersey ; but the interior is not so attractive. About two-thirds of the area is in cultivation, a large proportion under glass.

The old churches of its 10 parishes, architecturally similar to those of Jersey, are not unpicturesque, although almost all have lost the stone tracery of the windows and have been much neglected. Many of the farm-houses are interesting from their antiquity, possessing fine doorways with semicircular granite arches. A few manor-houses, such as those of Saumarez, La Haye du Puits, and St. George, are worthy of a visit.

St. Peter Port (pop. 18,000), the capital of Guernsey, is built on the slopes of the E. coast, and possesses a good harbour, which commands an excellent view of the town. Adjoining the harbour on the S. is *Castle Cornet*, a fortress

begun in the 13th cent. but much altered since, though it still retains some interesting architectural features. Once the residence of the Governors, it was afterwards (till 1811) used as a prison (adm. by permit from the District Office).

Hotels. OLD GOVERNMENT HOUSE, with fine view of the islands; GARDNER'S ROYAL, R. from 4/, L. 3/, D. 4/, pens. 9/6–12/6, CHANNEL ISLANDS, both on the Esplanade; YACHT, VICTORIA (commercial), High St.; QUEEN'S; CROWN. — *Richmond Boarding House*, Cambridge Park. — For other *Boarding Houses* and *Apartments* apply to the Advertising Committee of the Guernsey Chamber of Commerce.

Post Office, Smith St. — Cabs, 1/ per mile. — CARRIAGES for excursions, 20/–25/ per day. — EXCURSION CARS make circular tours daily (but comp. p. 104).

Steamers to *Jersey* daily; to *England*, see p. 101; to *Sark*, see p. 109; to *Alderney* and *Cherbourg*, see p. 110.

Bathing Places, under the heights of Fort George, constructed in graduated platforms to suit the states of the tide.

The South Esplanade and the High St. both lead S. from the harbour to *St. Peter's Church*, the finest and largest of the ancient churches of the Channel Islands. The nave dates from the 13th century. The rich mouldings and canopies and the monuments of distinguished Guernseymen should be noticed. Close by are the interesting *Markets* and the *Guille-Allés Library* (named after its two founders), with a reading-room (free) and a museum (adm. 6*d.*; free on Thurs. & Sat., 2–4) containing many objects of local interest. From beside the library Cornet St. ascends steeply to Hauteville St., in which is **Hauteville House* (adm. daily; gratuity), the residence of Victor Hugo from 1855 to 1870 (comp. p. 103). The house contains many portraits and mementos, and the poet's study at the top of the house, with a glass roof and a glass floor, commands an entrancing view of the coast and sea, with Jersey in the distance. — The *Royal Court House*, in Manor St., where the Court and States meet, was erected in 1799. It contains some good portraits, and in the adjoining Court Registry Office may be seen a fine collection of royal charters granted to Guernsey. — In Grange Road are the castellated building (1828) of *Elizabeth College*, a boys' school founded by Queen Elizabeth in 1563, and the *Lukis Museum* (adm. 6*d.*), with a collection of prehistoric objects from the dolmens of the Channel Islands and Brittany.

With St. Peter Port as headquarters the following EXCURSIONS are recommended, preferably by carriage or motor. The roads are excellent for cycling. Excursion-cars, see above.

1. FROM ST. PETER PORT TO THE NORTH OF THE ISLAND. Leaving the town by the Glatney Esplanade, we follow the coast road, passing near (1 m.) *Ivy Castle*, or *Château d'Orgueil*, a picturesque mediæval ruin, and an obelisk on De Lancey Hill in memory of Admiral Lord de Saumarez (1757–1836). *St. Sampson*, 1 m. farther, a little town with a harbour, is the heart of the granite-quarrying district. In the church (12th cent.), a primitive structure with an interesting pyramidal tower, are shown a latten cross, censer, candlesticks, etc., of early 16th cent. English workmanship, discovered in 1913 in a secret recess of the tower. About 1 m. farther N. is the

Du Thus or *Dehus Dolmen*, called also 'Autel du Grand Sarazin.' We now strike W. across *Lancresse Common* (fine golf-course), and at a house at the (1 m.) cross-roads obtain the key for the *Autel des Vardes*, one of the finest dolmens in the islands, situated to the W. on Lancresse Bay. — From the cross-roads Lancresse Road leads S. to (½ m.) *Vale Church*, a fine early-Norman building dedicated to St. Michael, near the remains of a priory dependent on the abbey of Mont St. Michel in Normandy. We follow the coast-road westwards viâ the village of *L'Islet* (megalithic remains) to (c. 3 m.) *Cobo Bay* (Grande Rocque Hotel), and thence return to (3½ m.) St. Peter Port by Lower Catel Road, passing Saumarez Park.

2. From St. Peter Port to the West. Quitting the town by Grange Road we proceed to (2 m.) *Catel Church* (13th cent.; view), supposed to have been built on the site of an ancient fort named the 'Castel du Grand Sarazin.' The massive arcades and frescoes should be noticed; in the churchyard is a statue-menhir (early bronze age) discovered in 1878 buried at the entrance to the chancel. Thence the road leads through the *King's Mills* and past the very ancient *Chapel of St. Apolline* (fresco-remains; key at the house opposite) to (c. 4 m.) *Rocquaine Bay*. Near *L'Erée* on this bay is a curious cave known as Le Creux des Fées, and farther on is a dolmen.

At the N. end of Rocquaine Bay a causeway leads at low water to the island of *Lihou*, a singular and interesting spot, with the remains of a 12th cent. priory of some architectural pretensions.

The road skirting Rocquaine Bay leads S. to (c. 2¼ m.) *Pleinmont Point* (Imperial Hotel), the extreme S. point of Guernsey, with rugged and striking cliff scenery. The *Hanois Lighthouse* rises 1 m. from the shore, and farther out, 20 m. distant, the *Roches Douvres Lighthouse*, described in Victor Hugo's 'Toilers of the Sea,' is visible in clear weather. The 'haunted house' in the same story is identified with an old guard-house on the cliff here, above the Gull Rocks. From Pleinmont we proceed E. to (1¾ m.) *Torteval Church* (about ½ m. N. of Creux Mahie, p. 109), whence we may return to St. Peter Port either by reversing the following excursion or by following a pleasant inland route (c. 6 m.) viâ *St. Peter's in the Wood*, *St. Saviour's*, and *St. Andrew's*.

3. From St. Peter Port to the South Coast. The following points are reached by carriage or cycle by successive deviations from the road running more or less parallel with the coast; the robust pedestrian may follow the cliff-path from Petit Port to the Gouffre or farther. Hauteville St. (p. 107) is continued by George Road up the hill to *Fort George* (1775), the chief military station, overlooking the harbour. About ¾ m. farther on we diverge to the left for (2½ m. from St. Peter Port) *Doyle's Column* (150 ft. high), a land and sea mark, commemorating Sir John Doyle (d. 1834), governor in 1804–15. The top commands a very extensive view (key at the neighbouring cottage; fee). Below, to the W., is the sandy little *Petit Port*, a cove of *Moulin Huet Bay* (tea-gardens), with its exquisite morsels of rocky scenery. A little farther

to the W. is the picturesque *Saints' Bay*, and 1 m. farther, beyond *Icart Point* and *Icart Bay*, is *Petit Bot Bay*, approached from the N. by a very beautiful valley. Farther on are the *Gouffre* (hotel), a narrow rocky gorge, and the bold headland of *La Corbière*. About 1 m. from the Corbière is the *Creux Mahie*, the largest cavern in Guernsey, approached by a steep but not difficult descent. We may return to St. Peter Port viâ Torteval Church (p. 108) or viâ the so-called Forest Road, passing *St. Martin's Church* (14th and 16th cent.), which has a fine Norman porch and (at the churchyard-gate) a statue-menhir resembling that at Catel Church.

SARK or *Serk* (3½ m. long, 1½ m. wide; pop. 579), the most picturesque of the Channel Islands, is reached from St. Peter Port (p. 106) daily in summer by small steamer (7 m. in hr.; 2/6 return). The Seigneurie grounds are open on Mon. only. The steamer rounds the S. end of the island in going, and the N. end in returning. Sark consists of two parts, Great and Little Sark, connected by an extraordinary natural causeway, known as the 'Coupée,' which rises almost sheer for 300 ft. above the sea, and is traversed by a roadway 100 yds. long and only about 6 ft. wide (railings).

Few islands contain so much of beauty and romantic scenery in so small a compass, and Sark cannot adequately be explored in a single day. The wild scenery of the vertical wall of rock surrounding the islet is enhanced in effect by the caverns with which it is everywhere penetrated, and nowhere can the destructive power of the sea be better studied than on this torn and rugged coast. The geologist and marine naturalist will find subjects for studies of absorbing interest. The local guide-book (by Malan and Hume) is an excellent practical guide, particularly for the cliffs and caves, some of which are dangerous of access unless the correct pathways be followed.

In the reign of Edward II Sark belonged to the Norman family of Vernon, and from 1565 to 1715 to the De Carterets. The present Seigneur, or 'Lord of Sark,' is Mr. W. F. Collings.

There is no village on Sark, but there are three Hotels: *Hôtel Bel-Air*, R. from 2/6, pens. from 7/6, with fine sea-view; *Dixcart*, *Stock's*, both in the beautiful Dixcart valley. — *Wagonettes* and *Victorias* meet the steamers (drive round the island, about 10/). — To the visitor for the day (6 hrs. between steamers) the following route (about 3 hrs.' walk, and involving no climbing) is recommended.

From the curious little *Creux Harbour*, on the W. side, we pass through a tunnel to the road leading to the interior. From the top of the Collinette Hill (Hôtel Bel-Air) an avenue of trees leads straight on to the *Prison*, a tiny building of two cells, seldom occupied. A few yards up the road to the right is the modern *Church*, containing some mural tablets to celebrities of Sark. Thence a road leads past the Boys' School (used also as the Court House) to the *Seigneurie* or *Manor Grounds* (open to visitors on Mon.). The small battery on the terrace behind the house includes a bronze culverin, inscribed "Don de Sa Majesté la Reine Elizabeth au Seigneur de Sercq, A.D. 1572."

From the end of the terrace a path descends to the *Port du Moulin*. [When the grounds are not open, Port du Moulin may be reached by a path beginning at a white gate immediately beyond the Seigneurie gates.] The path leads to a platform on the edge of the cliff, commanding a magnificent view of the *Autelet Rocks* and adjacent coast.

From the Seigneuric we next follow the road leading S. to the **Coupée* (p. 109). As we return thence the second turning on the right is a shady lane leading to *Dixcart Valley* (hotels, see p. 109), whence an easy path goes on to the beach (excellent bathing-place). On returning from the beach we cross the valley at Petit Dixcart to visit the *Creux du Derrible*, a remarkable natural funnel in the cliffs of Derrible Bay. Thence we make for *La Peignerie*, a group of cottages near La Collinette, our starting-point.

Those who wish to visit the *Gouliot Caves* (the most famous in Sark) may omit the Coupée and Dixcart, and from *La Vauroque*, a group of cottages at the cross-roads about midway between the Seigneuric and the Coupée, proceed to the W. towards Beau Regard Farm. From a white gate near the farm a path leads across the common to the cliffs and down to the caves (steady head required). The caves, which should be visited at low water, are of noble proportions; their floors are piled with immense boulders and every inch is covered with living corallines.

Herm, an islet 1½ m. long by ½ m. broad, 3 m. W. of Guernsey, is noted for its *Shell Beach*, composed entirely of minute perfect shells and richer in species than the shores of all the rest of the British Isles. Over 40 genera, with 200 varieties, are recorded. Steamers (return-fare 1/3) ply frequently in summer from St. Peter Port (p.106). — Herm was long leased to a German company, which sublet it to Prince Blücher (d. 1915), but possession has now been resumed by the Crown. A syndicate has been formed to turn it into a summer and golfing resort.

ALDERNEY (4½ m. long, 1½ m. broad; pop. 2561), the *Riduna* of the Romans, lies 23 m. N.W. of Guernsey and is separated from Cap de la Hague in France by the Race of Alderney, 8 m. broad. Apart from the grand cliff scenery there is not much to interest the general tourist, but for the geologist there are many interesting phenomena.

Steamers ply twice a week from St. Peter Port (p. 106) viâ (1¾ hr.) *Alderney* (return-fares 6/ and 4/) to *Cherbourg*, returning next day, thus permitting a visit of 24 hours. On Thurs. in summer another steamer plies to and from Alderney.

Passengers land at *Braye*, on the N. coast, a little port protected by a huge breakwater, begun in 1847 as the first arm of a naval harbour designed as a post of observation upon Cherbourg, but never completed. About 1 m. inland is **St. Anne** (pop. 2000; *Belle Vue Hotel*), the capital of Alderney, a quiet town with a fine modern E.E. *Church* (1847–50), by Sir Gilbert Scott, serving as a memorial of the Le Mesurier family. The Norman tower of the old church is used as a clock-tower. The *Court House* contains a portrait, by Opie, of John Le Mesurier (d. 1843), last hereditary governor of Alderney, who sold his rights to the Crown in 1825.

The finest rock-scenery is on the S. and E. coasts. On the former are the *Sisters* (two huge pyramidal masses of porphyry), the *Lovers' Chair*, and *Les Rochers*. On the E. coast is *Essex Castle* (now a hospital), built by the Earl of Essex and intended, it is said, as a prison for Queen Elizabeth, should she refuse to settle on him the crown of England. A rough climb ascends from the castle to the *Roche Pendante*, or Hanging Rock, a striking isolated mass of sandstone above the sea.

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16. FROM LONDON TO SALISBURY.

83¾ m. L. & S.W.R. main line from *Waterloo* in 1½–3 hrs. (14/, 6/11½). Salisbury may be reached also by the G.W.R., viâ Reading and Westbury (comp. Rte. 17 and p. 117).

Motor Route, 81 m. To (45 m.) *Basingstoke*, see p. 72. — 11 m. *Whitchurch* (see below). — 7 m. *Andover* (p. 261). — 18 m. Salisbury (p. 112).

From London to (48 m.) *Basingstoke*, see Rte. 12A. The line to Winchester and Southampton (p. 73) diverges to the left, 3½ m. farther on. — 55¾ m. *Overton*, in a picturesque chalk-hill country extolled by Cobbett, has an important sheep-fair (July 16th). About 1½ m. W. is the model village of *Laverstoke*, with a paper-mill, where the paper for Bank of England notes is made. — At (59¼ m.) *Whitchurch*, in the church of which is a Saxon headstone, we cross the Didcot-Southampton line (p. 84). — 61¼ m. *Hurstbourne*.

On the left is *Hurstbourne Park* (Earl of Portsmouth), with a fine deer-park and an interesting collection of pictures (Van Dyck, Reynolds, Romney, Salvator Rosa ; portraits and relics of Sir Isaac Newton). Adm. on application to the estate office, Hurstbourne Priors. Branch-line hence to (7½ m.) *Fullerton Junction* (p. 261).

66½ m. **Andover Junction** (*Rfmts.*), on the line from Cheltenham to Southampton, lies ¾ m. N.W. of Andover (p. 261). — The church of (72¾ m.) *Grateley* contains fine fragments of stained glass (13th cent.), brought from Salisbury Cathedral. To the N. (r.) is *Quarley Mount* (562 ft. ; view). We now enter *Wiltshire* (p. 118), and a branch diverges on the right for (7¼ m.) *Amesbury* and (8½ m.) *Bulford*.

Amesbury or *Ambresbury* (George), on the Avon, 8 m. N. of Salisbury (motor-omnibus) and 2 m. E. of Stonehenge (p. 116), has a large abbey-church (Norman and E.E.), a relic of "the holy house at Almesbury" where the penitent Guinevere sought refuge. At *Amesbury Abbey*, then the seat of the Duke of Queensberry, Gay wrote the 'Beggar's Opera' (1727). To the N.W. are the prehistoric earthworks known as *Vespasian's Camp*.

Amesbury lies near the S.E. verge of **Salisbury Plain**, an undulating expanse about 20 m. long by 10 m. wide, which has lost much of its former loneliness through the advance of tillage and the formation of many permanent and summer military camps. Among these are *Bulford* (artillery ; see above), *Netheravon Upavon* (air-force), *Larkhill*, and *Tidworth* (p. 261).

The main line runs side-by-side with the Roman road from Silchester to Old Sarum (p. 116), the hill of which is conspicuous on the right beyond (78¼ m.) *Porton*. At the Pheasant Inn near *Winterslow* (3 m. S.E.) Hazlitt wrote the 'Winterslow Essays' and was frequently visited by Charles and Mary Lamb.

83¾ m. **SALISBURY** (21,217 inhab.), or *New Sarum*, the county town of Wiltshire, is attractively situated among level meadows, mainly on the N. bank of the *Avon*, which is here joined by the *Wylye*, *Bourn*, and *Nadder*. It is partly laid out in squares known as 'chequers.' Mainly an agricultural centre, it is the headquarters of the 'Southern Command' of the British Army. Its prosperous but comparatively uneventful history begins in 1220, when the see of Old Sarum (p. 116) was transferred to it. Salisbury is the 'Melchester' of Hardy's Wessex novels.

Railway Stations (*Rfmts.*; L. & S.W.R. and G.W.R.), adjoining each other at the end of Fisherton Street (Pl. A, B 1). Omnibuses meet the trains.

Hotels. White Hart (Pl. C 4), St. John's St., with some American associations (see placard in hall), R. from 4/6, B. or L. 3/, D. 5/6 ; County (Pl. B 3), Bridge St., R. from 4/6, L. 3/, D. 5/; Old George (Pl. C 3 ; unlicensed), High St., a fine timbered building, dating in part from 1320, R. from 4/, D. 4/6 ; Angel (Pl. B 2), Fisherton St.; Red Lion (Pl. B 4), Milford St.; Crown (Pl. C 3), High St.; Cathedral (Pl. B 4; private), Milford St., R. 4/, D. 4/6.

Post Office (Pl. B 3), Castle St.

Motor Omnibus thrice daily to Amesbury (1/) and Bulford Camp (1/3). — Excursion Coach to Old Sarum, Amesbury, and Stonehenge, returning via Wilton.

Boats on the Avon (attractive) obtained at 91 and 95 Castle St.

The shortest route from the station to the cathedral close is by the *High Street Gate* (Pl. C 3), on the inner side of

which is a figure of Edward VII, succeeding earlier figures of Henry III and James I or Charles I. But the best approach to the cathedral is, perhaps, that by *St. Ann's Gate* (Pl. C 4), which admits to the North Walk of the precincts and gives us our first complete view from the N.E. The tranquil **Close*, with its spacious greensward and noble trees, is perhaps the most perfect in England, and forms a charming setting for the cathedral. To the S.E. of the choir is a gate leading to the *Bishop's Palace* (Pl. D 3), with its beautiful gardens. At the S.W. angle of the close is the *Harnham Gate* (Pl. E 3), which lacks the upper story. The old detached bell-tower, which stood about 200 ft. N. of the nave, was removed by Wyatt.

****Salisbury Cathedral*** (Pl. D 3), dedicated to St. Mary, was begun and finished in less than forty years (1220–58), under *Bp. Poore*. It was built on a virgin site and, alone among English cathedrals, is of uniform design (E.E.), for though the graceful **Spire* (the loftiest in England) was the daring addition of a century later (c. 1320), it is the exquisite and inevitable consummation of the original pyramidal conception. Dimensions, see p. xlix. A local rhyme ascribes to the cathedral as many pillars, windows, and doors as the year has hours, days, and months. The church is open to visitors on week-days 9–6 (10–5 in winter; adm. to choir, cloisters, and chapter-house 6*d.*). The Sun. services are at 8, 10.30, 3, & 7, the week-day services at 7.30, 10, & 3 (4 in winter). The usual entrance is by the lofty *North Porch*.

Perfectly proportioned, restrained in ornament, of exquisitely precise workmanship, built of material so well-chosen that seven centuries have but added a little beauty of tint to the stone, Salisbury Cathedral is a classic of architecture. It expresses the renewal of national spirit realized in the 13th cent., and its square E. end, following the model of the later church at Old Sarum (one of the earliest instances of the departure from the Norman tradition of the apsidal end), became the norm for future English choirs. The *West Façade*, which was probably the latest part of the original building, seems to have been intended to present a great drama of sculpture (comp. Exeter and Wells); its present sculptures, representing the Te Deum, are modern and mostly by James Redfern (1838–76).

The *Interior, in spite of its fine proportions and the harmony of the design, is scarcely so satisfying as the exterior. The chilliness of effect, due partly to the loss of the original stained glass and of the polychrome decoration designed to contrast with the dark Purbeck marble and the light freestone, has been enhanced by the ruthless way in which *Wyatt* (1788–89) removed screens and chapels and re-arranged the monuments in tidy rows. Motley found Salisbury "too neat," and Henry James calls it "a blonde beauty among churches." The restoration begun by *Sir Gilbert Scott* in 1859 has endeavoured to minimize the damage done by Wyatt.

The NAVE, perhaps rather narrow for its height, is divided into ten bays by clustered columns of polished Purbeck marble. The fine triforium has characteristic E.E. plate-tracery. In the W. triple lancet window is a patchwork of

old glass (13–15th cent.; some from Dijon), and at the E. end of the aisles and in the N. transept is some 13th cent. grisaille glass of lovely quality.

Among the monuments may be mentioned the following (beginning to the right of the entrance and following the S. aisle): 1. Oldest monument in the church, brought from Old Sarum (possibly *Bp. Herman*, d. 1078); 2. *Bp. Jocelin* of Old Sarum (? d. 1184); 5. *Bp. Beauchamp* (d. 1481); 6. *Robert, Lord Hungerford*, a hero of Agincourt (d. 1459; elaborate effigy); 7. Shell of the *Shrine of St. Osmund* (see below), long popularly believed to be a monument to Lord Charles Stourton, hanged for murder in 1556 (the holes are the 'foramina' into which the sick were thrust to be healed); 9. *William Longespée* (d. 1226), first Earl of Salisbury, son of Henry II and the Fair Rosamond (fine effigy, once brilliantly coloured). We now cross to the N. aisle. *No. 10. *Sir John Cheyney* (d. 1509), the gigantic standard-bearer of Henry VII, who fought at Bosworth (effigy); 14. *Sir John de Montacute* (d. 1389), a hero of Crécy, effigy with elaborate gauntlets; *17. *William Longespée*, second Earl of Salisbury, killed by the Saracens near Cairo (1250); 18. Slab placed over the heart of Bp. Poore (p. 113), long described as the tomb of a 'boy bishop.'

The West Transepts resemble the nave. In the N.W. arm are good monuments by Flaxman (three), Bacon, and Chantrey, and a bust of Richard Jefferies (d. 1887; p. 133). In the S.W. arm the Perp. arches at the crossing were inserted by Bp. Beauchamp (1450–81) to strengthen the original arches against the lateral thrust of the tower and spire. — In general design the Choir and Presbytery differ little from the nave; they suffered from the drastic clearing of Wyatt, bent on obtaining a vista from end to end of the church. The modern brass choir-screen is by Skidmore. The paintings on the vaulting are repaintings of defaced 13th cent. originals. The stalls have been freely restored. The throne and reredos are by Sir G. G. Scott. On the N. side of the second bay from the E. is the *Chantry of Bp. Audley* (d. 1524; fine late-Perp.), and opposite it is the *Hungerford Chantry* (c. 1429), an important example of early ironwork. — In the N.E. Transept are portions of the original screen (13th cent.) and the brass of Bp. Wyville (d. 1375), the best 14th cent. brass in England. The S.E. Transept contains the finely sculptured **Chantry of Bp. Bridport* (d. 1262). A door leads here to the *Muniment Room* (with a contemporary copy of Magna Charta) and *Vestry*. — The Lady Chapel, to the E. of the choir, is the earliest part of the building (1220–25); it is divided into nave and aisles by graceful clustered shafts and slender single pillars. Where the altar now stands (triptych reredos by Blomfield and Buckeridge) the *Shrine of St. Osmund* (d. 1099), Bp. of Old Sarum, was erected after his canonization in 1457. At the E. end of the S. aisle is the imposing monument of Edward, Earl of Hertford (d. 1621), and his wife, the unfortunate sister of Lady Jane Grey. Two angel windows in this aisle are by William Morris, from cartoons by Burne-Jones. In the N. aisle is the monument to Sir Thomas Gorges (d. 1610) and his wife, the builders of Longford Castle (p. 117), a specimen of redundant 17th cent. design.

From the S.W. transept we enter the well-preserved *Cloisters (c. 1270), unusually large for a non-monastic church, which are separated from the cathedral itself by a passage known as the Plumberies. Above

SALISBURY CATHEDRAL

Scale of Feet

0 50 100 150

Monuments

Nave

1 Bp Herman ?
2 Bp Jocelin
3
4
5 Bp Beauchamp
6 Ld Rob Hungerford
7 Pt of St Osmund's Shrine
8 Bp de la Wyle
9 Wm Longespée 1st
10 Sir Jno. Cheyney
11 Walter Ld Hungerford
12 & Wife
13 Vacant
14 Sir Jno. de Montacute
15 Chanc. Geoffrey
16 Unknown
17 Wm Longespée 2nd
18 Heart of Bp Poore
19 Unknown

N.(main) Transept

20 Earl of Malmesbury
21 John Briton
22 Sir Richd Colt Hoare

S.(main) Transept

23 Bp Mitford
24 J.H. Jacob
Ld Hyde
25 Bp Fisher
26 Edwd & Rachel Poore

Choir

27 Bp Poore or Bingham
28 Bp Hamilton
29-30 Fusting Men
31 Bp Wyville
32 Bp Ghent
33 Bp Jewell
34 Sir Thos Gorges
35 Earl of Hertford
36 Bp Moberley
37 Bp Bridport
38 Bp Burgess
39 Bp Seth Ward
40 Sir Richd Mompesson

Cloister Garth

41 Bp Denison

LADY CHAPEL
REREDOS
AUDLEYS CHANTRY
H'FORD CHANTRY
N. AISLE
S. AISLE
VESTRY
N.E. TRANSEPT
PRESBYTERY
S.E. TRANSEPT
N. CHOIR
CHOIR
S. CHOIR
Organ
Organ
Organ
SCREEN
CHAPTER HOUSE
N.W. TRANSEPT
TOWER
S.W. TRANSEPT
CLOISTERS
NAVE
NORTH AISLE
SOUTH AISLE
THE PLUMBERIES
CLOISTER
GARTH
N. PORCH
CLOISTERS
WEST DOOR

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the E. side is the LIBRARY (1559–71), containing an Anglo-Saxon liturgy with finely drawn capitals, and many other interesting books and MSS. — The octagonal *CHAPTER HOUSE (52 ft. high), entered from the E. walk, was built a little after the cloisters. The sculptures (scenes from Old Testament history) are notable examples of late 13th cent. work.

The *View from the parapet of the TOWER (212 ft. above the ground; entrance in the N.W. transept) repays the climb. The apex of the spire is 2 ft. out of the perpendicular.

The *Deanery* (Pl. D 2), opposite the W. front of the cathedral, includes some ancient portions. To the S. of it is the *King's House*, built at the end of the 14th cent., now a training college for schoolmistresses. The '*Wardrobe*' (Pl. C 3), to the N. of the Deanery, is a gabled house, mainly of the 15th century.

Leaving the cathedral precincts by the High St. Gate (p. 112), and passing (r.) the *Old George Hotel* (see p. 112; remarkable old roof-tree; room in which Pepys slept), we turn to the right into Canal St., on the S. (r.) side of which is the *Hall of John Halle* (Pl. B 3; adm. free), a banqueting hall built by a wealthy woolstapler c. 1470 (new front), and now used as a show-room. A little to the N. of this point is the hexagonal *Poultry Cross* (Pl. B 3; 14th cent.). Adjacent is the church of *St. Thomas* (Pl. B 3; comp. p. xxix), of the 15th cent., with a carved roof and a fresco of the Last Judgment (restored) over the chancel arch. — In the MARKET PLACE (Pl. B 3), to the E., is a statue of Lord Herbert of Lea (1810–61; by Marochetti) and another of Professor Fawcett (1833–84), the blind statesman, facing Blue Boar Row, in which he was born. — Queen St. is prolonged to the S. by Catherine St. and St. John St., with the *White Hart Hotel* (p. 112) and the old *King's Arms* (Pl. C 4), where faithful Royalists arranged the escape of Charles II after the battle of Worcester. — To the left (E.) diverges St. Ann's St., with the *Salisbury & South Wiltshire Museum* (Pl. C 4; open free daily, 10–4 or 5, except Fri. and Sat.), including the extensive and valuable Blackmore Collection of flint implements. In the same street is the fine timbered front of the old *Joiners' Hall* (16th cent.). — In Exeter St., just to the S. of St. Ann's Gate (p. 113), is a house once occupied by Henry Fielding (1707–54), who is said to have written part of 'Tom Jones' at Salisbury.

The following walk is strongly recommended (c. 2 m.). Passing the picturesque *Church House* (Pl. C 2), a late-Perp. building at the end of Crane St., we cross the *Crane Bridge* and take the river-path to the left, 200 yds. farther on. From this, farther on, we obtain an exquisite *View of the cathedral spire over the intervening meadows (the view in Constable's famous painting). We go on, passing an interesting fragment of the so-called *Old Bone Mill* (late 15th cent.), once owned by the cathedral chapter, and return viâ *East Harnham Church*, regaining Salisbury to the S. of the close and passing *St. Nicholas Hospital* (Pl. E 3; c. 1240).

FROM SALISBURY TO STONEHENGE. Stonehenge, situated on Salisbury Plain (p. 112) about 9½ m. N. of Salisbury, lies about 2 m. W. of Amesbury station (p. 112); but the best plan is to make the excursion by road, going viâ the pleasant Avon valley and returning by the direct road from Amesbury viâ Old Sarum (or vice versâ), a round of about 20 m. (motor-car 21/–25/; excursion brakes in summer). Leaving Salisbury by Castle St. (Pl. A 3) we reach (1½ m.) *Stratford-under-the-Castle*, with a manor-house once occupied by the elder Pitt, who first entered Parliament in 1735 as member for Old Sarum (p. 116), which rises to the E. of the village. 3 m. *Woodford*, with *Heale House*, where Charles II hid after the battle of Worcester. 1½ m. *Great Durnford* has a Norman and E.E.

church and adjoins the early earthwork known as *Ogbury Camp*. — 1 m. *Lake House* is a careful reproduction of the original Elizabethan mansion recently burned down. Beyond (½ m.) *Wilsford* (with a Norman church tower) we join the road from Amesbury to Stonehenge. 3 m.**Stonehenge** ('Stanhengist,' 'hanging stones') is a circular group of huge standing stones, forming the most elaborate and perhaps the latest monument of the kind in England (adm. 1/, soldiers and sailors 3*d*.). It was presented to the nation by Mr. (now Sir) C. Chubb in 1918. The first view is apt to be disappointing—Emerson thought that it "looked like a group of brown dwarfs on the wide expanse"—but a closer acquaintance reveals its mysterious dignity. When complete, it appears to have consisted of two circles and two ellipses or horseshoes of uprigbt stones, concentric, and environed by an earthen rampart (300 ft. in diameter), outside which stood a single uprigbt stone. It was approached on the N.E. by an avenue flanked by earthworks. The larger circle, 108 ft. in diameter, consisted of a series of 'trilithons,' formed by 30 huge monolitbs bearing large lintel stones morticed to them, a form unrepresented elsewhere in Western Europe. Of these sixteen uprights and five imposts remain in position. The inner circle, c. 90 ft. in diameter, was formed of smaller and less perfectly hewn stones, seven of which are standing. Inside this was a horseshoe of five huge trilithons formed by ten monoliths with their imposts (two still perfect), and within this again was a smaller ellipse of 19 stones. The larger circle and ellipse are made of sarsen sandstone, found in the neighbourhood (resembling the 'Grey Wethers' mentioned at p. 119); the smaller circle and ellipse consist of so-called 'foreign' or 'blue' stones, a kind of granite not found in Wiltshire and of unknown provenance. Within the innermost ellipse lies a slab of micaceous sandstone named the *Altar Stone* (15 ft. long), across which one of the huge uprights has fallen. The largest standing trilithon is 21 ft. high (above ground) and extends 8½ ft. below ground. The isolated block of unhewn sarsen stone, outside the earthen circle, is known as the 'Sun Stone,' 'Hele Stone,' or 'Friar's Heel.' — The origin and purpose of Stonehenge are still moot points. The open part of the horseshoe faces the sunrise at the summer solstice, and the fact that the sun on midsummer's day rises over the Friar's Heel, in the axis of the avenue, has long been used as an argument that Stonehenge was a temple of the sun. Astronomers, on the assumption that this stone was erected in the exact line of the sunrise, contend that the slight deviation now visible places the date of the structure at about 1700 B.C. In any case this need not affect the belief that, like other stone circles, it was at least in part a sepulchral monument. The numerous barrows and tumuli scattered round it have doubtless some connection with it. Its builders seem to have had only a slight knowledge of the use of bronze, and no knowledge of iron. It is differentiated from other British circles by having hewn stones, cap-stones, tenons, and sockets. A gathering of 'Druids' and others takes place here at sunrise on June 21st. Comp. 'Stonehenge, To-day and Yesterday,' by *Frank Stevens* (1916; 1/).

On the return we pass through the (2 m.) village of *Amesbury* (p. 112) and strike S. by the direct road which passes the W. side of (5½ m.) the low hill or mound (1½ m. from Salisbury) of **Old Sarum**, the site successively of a British entrenched camp, of the Roman fort of *Sorbiodunum*, of a Saxon town, and of a Norman town. About 1078 the bishopric of Sherborne (p. 125) was translated to Sarum. The cathedral or church begun by St. Osmund (p. 114), whose 'Ordinal of Offices for the use of Sarum' became the ritual of all South England until 1550, was burned down four days after its completion in 1092, and a new church was built by Bp. Roger, Osmund's successor. Quarrels with the military authorities led to the transference of the see to Salisbury in the 13th cent. (comp. p. 113), the cathedral at Sarum was razed in 1331 to provide materials for the Salisbury cathedral close, and the town gradually became utterly deserted, though the 'rotten borough' of Old Sarum returned two members to Parliament until 1833. — The remains now being excavated by the Society of Antiquaries (adm. 6*d*.) are chiefly those of the Norman town; almost no traces of Roman occupation have been found. To the N.W. of the central mound, on which stood the Norman castle, the complete foundations of the cathedral may be traced. These show that Bp. Roger's church, which terminated in five E. apses, was much extended in the middle of the 12th cent., especially towards the E., where it was furnished with a square instead of an

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apsidal end (comp. p. 113). To the N. of the choir was the cloister, adjoined on the W. by a remarkable crypt; to the S. was a walled enclosure containing gravestones and stone coffins.

The road from Salisbury to *Wilton* (p. 124), 3 m. W., passes (1½ m.) *Bemerton*, where George Herbert (1593–1633) spent the last three years of his life in "the good and more pleasant than healthful parsonage" (tomb in old 14th cent. church). — At *Clarendon Park*, 3 m. E. of Salisbury, are scanty traces of *Clarendon Palace*, in which the 'Constitutions of Clarendon' were enacted in 1164. — ***Longford Castle** (Earl of Radnor), 3 m. S.E. of Salisbury, was built by John Thorpe in 1591 (comp. p. 114) on a triangular design which can still be recognized in spite of much alteration. It contains one of the greatest private *Collections of pictures in England (open to the public on Wed., 2–dusk; adm. 1/, devoted to local charities), including a wonderful series of portraits by *Holbein* (*Erasmus) and works by *Velazquez* ('Slave of Velazquez'), *Murillo*, *Michael Angelo*, *Seb. del Piombo* ('Giulia Gonzaga'), *Tintoretto*, *Rubens*, *Van Dyck*, *Matsys* ('Ægidius'), and *Reynolds*. The so-called *Imperial Steel Chair, made by Thomas Ruker in 1574, was presented to Emperor Rudolph II by the city of Augsburg.

From Salisbury to Bath, 41 m., G.W.R. in 1⅓–2¼ hrs. (6/10, 3/5). — At (2½ m.) *Wilton* (p. 124) we diverge to the right (N.) from the line to Exeter. At (16 m.) *Heytesbury* (Angel) are an E.E. and Perp. church (restored), a 15th cent. almshouse, and *Heytesbury House* (Lady Heytesbury), with some good pictures. To the right are the prehistoric camps of *Scratchbury* and *Battlesbury*, the latter with a well-defined series of 'lynchets' or cultivation terraces. — 19¾ m. *Warminster* (400 ft.; Bath Arms; Old Bell), on the *Wylye*, has an early 14th cent. church and the Missionary College of St. Boniface. Longleat (p. 120) lies 4 m. S.W. — At (24½ m.) *Westbury* (p. 120) we intersect the main line from London to Exeter. — 28½ m. *Trowbridge* (Rfmts.; George; Woolpack), a cloth-making town (11,815 inhab.), has a fine Perp. church (1526), of which George Crabbe (p. 555) was rector from 1813 till his death in 1832 (tomb in the chancel). He wrote the 'Tales of the Hall' in the picturesque gabled rectory. To Patney & Chirton, see p. 119; to Chippenham, see p. 134. — At (31¾ m.) **Bradford-on-Avon** (*Swan*, R. 4/, L. 3/, D. 5/), a quaint little town (4501 inhab.), is the Saxon **Church of St. Laurence* (adm. 3*d.*; key at adjoining cottage), described by Freeman as "the most ancient unaltered church in England, showing the singular analogy between the earlier and later imitations of Roman architecture" (10th cent.; restored). The nave is only 26 ft. in length. The first baptism here for 800 years took place in 1916. **The Hall*, or *Kingston House* (c. 1600), recalling the style of Longleat (p. 120), is "full of beautiful Italian feeling in an English environment" (W. D. Howells); its lovely gardens are usually open to strangers on application. The *Town Bridge*, with its almost unique 'lock-up,' and the *Parish Church* (Norman, Dec., and Perp.; restored) should be noticed. *Barton Farm*, to the S., has a remarkable tithe-barn, 168 ft. long (early 14th cent.; adm. 3*d.*; key at adjoining cottage). — From (34¾ m.) *Limpley Stoke* (Hydropathic) a branch-line runs to Hallatrow (see p. 120). 39 m. *Bathampton* (p. 135). — 41 m. *Bath*, see Rte. 20.

From Salisbury to Bournemouth (West), 38½ m., L. & S.W.R. in 1½–2 hrs. (6/3, 3/1½). — 8¾ m. *Downton* preserves a 'Moot,' or mound used for meetings of the village community in Anglo-Saxon times. 11¾ m. *Breamore*, with Saxon work in its church, is a good starting-point for a visit to some of the less known parts of the New Forest (p. 95). 14½ m. *Fordingbridge* has an important church (13–15th cent.). — About 3½ m. N.W. of (19½ m.) *Verwood* lies *Cranborne* (Fleur de Lys), a small town with a charming manor-house (Tudor, with Jacobean porches) of the Marquis of Salisbury, whose second title is Viscount Cranborne. *Cranborne Chase*, once an immense tract of woodland, is now much restricted. In the church of *Pentridge*, 3½ m. N., is a tablet to the footman ancestor (d. 1741) of Robert Browning, inscribed "All service ranks the same with God" ('Pippa Passes'). To the E. of Cranborne and Pentridge passes *Bokerley Dyke* (p. xix), an ancient entrenchment about 4 m. long. — 23½ m. *West Moors* (p. 97); 28¼ m. **Wimborne** (p. 97); *Broadstone Junction* (p. 97). — 34 m. **Poole** (p. 100). Thence to (38½ m.) *Bournemouth West*, see p. 99.

From Salisbury to *Southampton*, see p. 83.

17. FROM LONDON TO WEYMOUTH.

155 m. G.W.R. from *Paddington Station* in 3¾–5 hrs. (23/10, 11/11). This is the route of the boat-trains in connection with the steamers to the Channel Islands (p. 101).

Another route (142 m. in 4–4½ hrs.; same fares), by the L. & S.W.R. from *Waterloo Station*, runs viâ Southampton and thence either viâ Bournemouth or viâ Brockenhurst and Wimborne; see Rtes. 12, 14.

Motor Route, 128 m. From London to (81 m.) Salisbury, see p. 111. We quit Salisbury by Exeter St. and Harnham Road (Pl. E 3). — 3 m. *Combe Bissett.* — 15 m. *Tarrant Hinton.* — 5 m. **Blandford** (p. 149). — 5 m. *Winterborne Whitchurch.* — 6 m. *Puddletown.* — 5 m. **Dorchester** (p. 121). — 8 m. **Weymouth** (p. 122).

From London to (36 m.) *Reading*, see pp. 291, 292. We diverge to the left from the Didcot line and follow the picturesque course of the *Kennet* and the *Kennet & Avon Canal* (comp. p. 298). — 41¼ m. *Theale.* About 3¼ m. N.W., beyond *Englefield House*, the last home and burial-place of the Marquis of Winchester (p. 73), is *Bradfield College* (St. Andrew's College; founded in 1850), a public school noted for the Greek plays annually performed by the boys in an open-air 'Greek' theatre in an old chalk-pit. — 44¾ m. *Aldermaston.* The pretty village lies 1¾ m. S. About 2 m. E. of the station is *Ufton Court*, an interesting Elizabethan mansion.

53 m. **Newbury** (*Rfmts.*; *Jack of Newbury*; *Chequers*) is a thriving town (12,107 inhab.), once a centre of the cloth trade. The picturesque Jacobean *Cloth Hall* is now a museum. The house of 'Jack of Newbury' (John Smallwood, afterwards Winchcombe; d. 1520), the patriotic clothier, who led 150 men to Flodden in 1513, stands next the chief hotel, and his brass is to be seen in the church of *St. Nicholas*, which he rebuilt. Benj. Woodridge, the first graduate of Harvard, was rector of Newbury. During the Civil War two indecisive battles were fought near Newbury: the first in 1643, at which the "blameless and the brave" Lord Falkland was killed (monument on the battlefield, 1 m. S.W. of the town), the second in 1644, near *Donnington Castle*, 1 m. W. *Shaw House*, a fine Elizabethan mansion, 1 m. N., contains numerous Civil War relics. Newbury racecourse is c. ½ m. S.E. of the station.

Newbury is the junction of the Southampton-Oxford line (p. 84) and of a light railway ascending the beautiful valley of the *Lambourn*, viâ (8¼ m.) *Great Shefford*, to (12½ m.) *Lambourn* (Red Lion), an old town with an interesting Transition church and important training-stables, separated by the Lambourn Downs from the Vale of the White Horse (p. 133). John Prince, founder of Princeton University, was in 1619 appointed rector of *East Shefford*.

61½ m. *Hungerford* (Three Swans; Bear), on the Kennet, is an angling resort. *Inkpen Beacon* (954 ft.), to the S., once supposed to be the loftiest chalk-down in England, is excelled by the hill to the E. on which lies *Walbury Camp* (959 ft.). **Littlecote Park*, 3½ m. N.W. of Hungerford, is one of the finest 16th cent. manor-houses in England (shown on Thurs.; fee 2/6). — The railway now quits the Kennet and enters Wiltshire.

Wiltshire, or **Wilts**, is an inland agricultural county, noted for its dairy-farming (chiefly in the N.), its huge flocks of sheep, and its bacon.

Three-fifths of its area are occupied by Salisbury Plain (including the Marlborough Downs on the N.), a spacious chalk upland, whose pastoral solitude has been invaded by military requirements. Wilts is the county of Stonehenge and Avebury, and none is richer in prehistoric remains.

66½ m. *Bedwyn* has a fine church. 70¼ m. *Savernake* (Forest Hotel), also on the Southampton-Cheltenham line (p. 261), is the junction for Marlborough, which lies 5½ m. N.W., beyond *Savernake Forest* (16 m. in circumference), a beautiful sylvan tract of oaks and beeches, intersected by numerous roads and walks.

Marlborough (*Ailesbury Arms*; *Castle & Ball*; *Bear & Castle*), a picturesque little town (4401 inhab.), with a spacious High Street, is situated on the Bath Road (p. 132) and is also a station on the Southampton-Cheltenham line (p. 261). The old *Castle Inn* here, originally built (probably by Webb) as a mansion for the royalist Lord Seymour (d. 1664), was for a century one of the most famous coaching-inns in England (comp. *Stanley Weyman's* 'The Castle Inn'); it is now, little altered, part of *Marlborough College*, one of the leading English public schools, founded in 1843 (c. 700 boys). In this house, the poet Thomson, while the guest of the Countess of Hertford, wrote part of his 'Spring.' Merlin is said to be buried beneath the Castle Mound.

The village of *Avebury* (Red Lion), 6½ m. W., up the valley of the Kennet and on the motor-omn. route from Marlborough to Calne (p. 134; 15 m.), is situated in the centre of ***Avebury Circle**, a prehistoric monument "as much surpassing Stonehenge," says Aubrey, "as a cathedral doth a parish church." An attractive route for walkers leads viâ *Manton* and the (3 m.) great dolmen known as the *Devil's Den* and thence over the downs, sprinkled with *Grey Wethers* or 'sarsen stones,' curious boulders left isolated by the denudation of softer strata. — The remains at Avebury consist mainly of a massive circular earthwork, ¾ m. in circumference and about 15 ft. high, with a foss (originally 30 ft. deep) on its *inner* side, thus suggesting a religious rather than a defensive object for the entrenchment. Fringing the inner edge of the foss once stood a gigantic circle of megaliths and in the centre of the enclosed area were two smaller concentric circles; but of the first only 9 stones are now erect and of the last two only 6. The stones are unhewn and therefore antedate Stonehenge; the largest weighs about 60 tons. About 1 m. S. of Avebury, on the Bath Road, rises *Silbury Hill* (130 ft. high), the largest artificial mound in Europe, the purpose of which is still unexplained.

79 m. *Woodborough.* To the N. is (4 m.) *St. Ann's Hill* (958 ft.), rising above the *Wansdyke*, a Roman or Roman-British border-entrenchment 20 m. in length, stretching from beyond Savernake Forest to the Severn at Portishead (p. 142). — 81¼ m. *Patney & Chirton.*

From Patney & Chirton to Trowbridge, 16 m., G.W.R. in c. ½ hr. (2/8, 1/4). Through-trains by this route from London to Trowbridge and (viâ Holt) to Bradford-on-Avon, Bath, and Bristol. — 4¾ m. **Devizes** (500 ft.; *Bear*; *Castle*), founded in the reign of Henry I and formerly called *Ad Divisas* ('on the borders'), was once an important cloth-making town and is now a large corn-market and the chief town of North Wilts (pop. 6739). The old castle, the scene of much fighting in Stephen's reign, has been demolished. **St. John's* and *St. Mary's* are interesting churches (Norman and Perp.). The inscription on the market cross (1814) should be noted. The museum of the Wiltshire Archæological Society contains the important Stourhead collection of antiquities from the Wiltshire barrows. The father of Sir Thomas Lawrence, the painter, was the landlord of the Bear Inn. At *Potterne*, 2 m. S., are a good E.E. church and the 15th cent. *Porch House*, with a fine hall. — 13 m. *Holt*, junction for Chippenham and Bath (see p. 134). — 16 m. *Trowbridge* (p. 117).

91½ m. *Edington & Bratton* (Duke). The 14th cent. **Priory Church* at Edington is a beautiful example of the

transition from Dec. to Perp. (good monuments). — On the slope of the hill to the left, near Bratton, we see the *White Horse of Westbury*, of unknown origin.

95½ m. **Westbury** (*Rfmts.*; *Lopes Arms*), an old town (3433 inhab.), with a handsome Perp. church, is the junction for the Salisbury-Bath line (p. 117) and for another route to London viâ Trowbridge, Holt, and Chippenham (p. 134). — Beyond Westbury we enter Somersetshire.

Somersetshire, or **Somerset**, which is one of the larger English counties, has a somewhat uninteresting coast-line on the Bristol Channel, but includes the picturesque districts of Exmoor Forest, the Mendips, and the Quantocks. It is predominantly agricultural, with a well-marked dialect of its own ('Zummerzetsheer'), and produces excellent cheese (cheddar) and cider. It contains some of the most historically interesting towns in the country, and it is noted for its beautiful Perp. church-towers.

101¼ m. **Frome** (pron. 'Froom'; *Crown*; *George*) is a prosperous cloth-making town (10,901 inhab.), with steep and narrow streets, and a spacious market-place. The parish church (adm. 6*d.*), mainly of the late 14th cent. (Dec.), was elaborately restored and adorned by the Rev. W. J. E. Bennett (d. 1886), who added also the 'Calvary Steps' leading up to the N. porch. Outside the E. end is the tomb of the outspoken Bishop Ken (1637–1711), who died at Longleat.

About 3 m. S.E. of Frome is ***Longleat**, the seat of the Marquis of Bath, one of the most splendid country-houses in England, erected in 1547–80 by Sir John Thynne. It contains a marvellous collection of portraits (by Holbein, Van Dyck, Lely, Kneller, Dobson, Mytens, Johnson, and others). Visitors before the War were admitted on Mon. and Sat., and on Thurs. in summer. — Other excursions may be made to (1 m.) *Vallis*, a romantic glen; to (3½ m.) *Mells* (see below); to (3 m.) *Nunney Castle* (1373); and to the noteworthy church of (2½ m.) *Lullington*, with a Norman font and a Norman N. doorway.

From Frome to Bristol, 24½ m., G.W.R. in 1¼ hr. (4/, 2/). About 1½ m. S.E. of (5½ m.) *Mells Road* lies the picturesque village of *Mells*, with a beautiful 15th cent. Perp. church (containing a remarkable memorial by Sir E. Burne-Jones). The stately late-Perp. manor-house belongs to the Horner family, of which 'Little Jack Horner' is said to have been a member. — 8½ m. *Radstock* (p. 148). 12¾ m. *Hallatrow* is the junction for *Camerton* (3½ m.) and *Limpley Stoke* (p. 117; 11½ m.). — At *Stowey*, 2 m. W. of (14 m.) *Clutton*, is *Sutton Court* (Lord Strachie), partly built by 'Bess of Hardwick' (p. 372) and often visited by John Locke. — Omnibuses ply from the station of (17½ m.) *Pensford* to (1½ m. W.) *Stanton Drew*, with three remarkable stone circles (adm 3*d.*) and a fine mediæval parsonage. — 24½ m. *Bristol* (Temple Meads), see p. 135.

106½ m. *Witham*, junction for Wells and Yatton (see p. 154), was the site of one of the first Carthusian monasteries in England (1175–80; founded in expiation of Becket's murder), of which the sole relic is the simple church. — 112 m. *Bruton* has a Perp. church, the Sexey Hospital of 1638, and a quaint pack-horse bridge ('Bruton Bow'). Cole Station (p. 149) is 1½ m. S.W. of the G.W. station (omn.).

To the E. (7 m.) lies the mansion of **Stourhead** (Sir Henry Hoare; open free on Wed., 2.30–6, from May to Oct.; tickets at the estate-office in the village of *Stourton*) with its pleasure-grounds (open free 10–6 on Mon., Wed., Thurs., & Sat. all the year round on application at the forester's cottage near the church). The grounds contain a lake, the six sources of the Stour, and the old High Cross of Bristol (dating from c. 1373; see p. 137). To the W. of the park is *Alfred's Tower* (800 ft.; key at the cottage close by), 4 m. from Bruton station, commanding a wide view.

At (115½ m.) **Castle Cary** (*George*), where, however, the express trains do not stop, the main Exeter line (Rte. 18A) diverges to the right. Omnibus daily to (3 m. N.) *Evercreech Junction* (p. 149). *Alford*, 2¼ m. W., has a beautiful Perp. church, with good glass. — 120¼ m. *Sparkford*, 1½ m. E. of which is *Cadbury Castle*, a British hill-fort 30 acres in area, one of the claimants to be the *Camelot* of the Arthurian legend (comp. p. 191). A moated mound in the middle is known as 'King Arthur's Palace.'

There are fine churches at *North Cadbury*, 1½ m. N. of the castle, and at *Queen's Camel*, 1½ m. S. of the station.

127¼ m. **Yeovil** (Pen Mill Station), see p. 125. This station (Pen Mill Hotel) is connected by branch-line with the (¾ m.) more central Town Station. — We enter *Dorset* (p. 99) and cross the L. & S.W.R. near Yeovil Junction (p. 125). — 20½ m. *Evershot.*

The village (inn) lies 1 m. W. of the station, and about 1 m. N. of it is *Melbury House* (mainly of 1547), seat of the Earl of Ilchester. — *Cerne Abbas*, 5 m. S.E. of the station and about the same distance from Maiden Newton (see below), has the interesting gatehouse of a Benedictine abbey founded in the 10th century. To the N.E. is the *Cerne Giant*, a figure 180 ft. long, cut in the chalk. — *The Little Commonwealth* (3½ m. N.E. of Evershot), founded in 1913 on the model of the 'George Junior Republic' of America, was suspended in 1918.

140 m. *Maiden Newton.* The church at *Cattistock*, 1 m. N., has a carillon of 35 bells, cast at Louvain (1882; 24th annual recital by M. Denyn in 1919).

A branch-line runs from Maiden Newton to (9¼ m.) **Bridport** (*Bull*; *Greyhound*), the 'Port Bredy' of Hardy's Wessex novels, a small seaport and bathing resort, with a Perp. church. It is noted for its ancient manufactures of ropes, nets, sailcloth, etc.; a 'Bridport dagger' is a hangman's halter. The quay and bathing-beach are at *West Bay*, 1 m. S. Coaches run to Charmouth and Lyme Regis (p. 127), and to Beaminster and Crewkerne (p. 126).

147¾ m. **DORCHESTER** (*King's Arms*, R. from 5*s*, D. 4*s*; *Antelope*), the pleasant county town (9842 inhab.) of Dorset, was the Roman *Durnovaria*, the line of the old walls of which are now marked by the tree-shaded avenues known as 'The Walks.' At the meeting-point of the four main streets (laid out on the rectangular Roman plan) is *St. Peter's Church*, with a stately Perp. tower and monuments to Denzil Holles (d. 1680) and the Rev. John White (d. 1648), founder of Dorchester in Massachusetts. Outside the church is a bronze statue of William Barnes (1801–86), the Dorsetshire poet. The Roman and British antiquities and fossils of the *Dorset County Museum* (adm. 2*d.*; to library 6*d.*), in High West St., deserve a visit. The museum contains a portrait (attrib. to Lely) of Judge Jeffreys, who occupied a house (now a shop) nearly opposite during the 'Bloody Assize' of 1685, when 74 of Monmouth's adherents were here sentenced to death and 175 to transportation. The judge's chair is preserved in the *Town Hall*, near the church. Dorchester is the 'Casterbridge' of Thomas Hardy, who was born at the village of *Higher Bockhampton* ('Upper Melstock'), 2 m. N.E., and lives at 'Max Gate,' a house on the Wareham Road.

To the S. of the town, near the L. & S.W. railway station, are *Maumbury Rings* (218 ft. long, 163 ft. wide), long regarded as the largest and most perfect Roman amphitheatre in the country, but perhaps originally of pre-Roman date. Close by is the British or Roman camp of *Poundbury* ('Pommery'), and 2 m. S. of Dorchester is **Maiden Castle*, one of the finest prehistoric forts in Englaud, covering 115 acres on *Fordington Hill* (430 ft.), and at one point showing eight lines of defence.

The L. & S.W. station (Rfmts.) for the line to Bournemouth, Southampton, and London (Rte. 14), is ¼ m. from the G.W. station.

152¼ m. *Upwey Junction.* A branch diverges to the W. for (6¼ m.) *Abbotsbury* viâ (1½ m.) *Upwey* and (4¾ m.) *Portisham.*

At *Abbotsbury* (Ilchester Arms) are the ruins of a Benedictine abbey (noble 15th cent. barn) and the Earl of Ilchester's swannery (750 birds; decoys; open free 2.30–6.30 on Mon., Wed., & Sat.) and his fine subtropical gardens. On a height to the S.W., overlooking the sea, stands *St. Catharine's Chapel* (Perp.), with a singular stone roof.

About 3½ m. N. of Abbotsbury is the dilapidated manor-house of *Kingston Russell*, where Adm. Sir Thomas Hardy (1769–1839) was born and John Lothrop Motley (1814–77) died (tablet). A monument (1844) to Hardy crowns *Blackdown Hill* (777 ft.), N. of Portisham.

155 m. **WEYMOUTH** (*Royal*; *Burdon*; *Gloucester*, R. or D. 5/; *Victoria*, pens. 13/–14/; *Crown*, commercial; *Lumley's Restaurant*; American vice-consul, *John C. Moomaw*), a pleasant and popular watering-place (22,324 inhab.), is situated on both sides of the *Nothe*, a promontory that divides the beautiful bay into Weymouth Bay (N.) and Portland Roads (S.). The old town of Weymouth lies S. of the little river *Wey*; the modern town to the N. (bridge), with the station, esplanade, and hotels, is *Melcombe Regis*. Weymouth was a favourite resort of George III, who lived at Gloucester House (now a hotel; see above) and is commemorated by a statue on the esplanade (see Hardy's 'Trumpet Major'). *St. Mary's Church* has an altar-piece by Sir James Thornhill (1675–1734), a native of Melcombe Regis, which he represented in Parliament for 12 years. The *Royal Dorset Yacht Club* holds a regatta here immediately after 'Cowes Week' (p. 93).

From Weymouth to the *Channel Islands*, see p. 101.

Motor-cars and chars-à-bancs ply in summer to *Abbotsbury* (see above; 9 m.); *Sutton Poyntz* (3 m. N.E.), with an equestrian figure cut in the chalk; *Upwey* (see above); *Dorchester* (p. 121; 8 m.); *Portland* (see below), *Wool* (p. 100; 13 m.), etc.; and excursion-steamers to *Lulworth Swanage, Bournemouth, Lyme Regis*, etc.

The ***Isle of Portland**, a rocky limestone peninsula (4½ m. long; 1¾ m. wide), called by Hardy "the Gibraltar of Wessex," is reached from Weymouth by frequent steamers or by a branch-line from Melcombe Regis station to (8½ m.) *Easton*, in the centre of the island, with intermediate stations at (1¾ m.) *Rodwell* and at (4¾ m.) *Portland*, at the S. end of the isthmus, the best starting-point for visitors. The island is connected with the mainland by the *Chesil Bank*, a remarkable stretch of shingle about 30 ft. high and 200 yds. wide, which extends as far as (10¾ m.) Abbotsbury (see above). The pebbles gradually decrease in size as we go from E. to W. The island, under the title of the 'Isle of Slingers,' provides the mise-en-scène for Hardy's 'The Well-Beloved'; it is famous for its building-stone (about 100 quarries) and for a breed of small black-faced sheep. The chief villages are *Chesilton* (Royal Victoria Lodge), *Fortune's Well*, and *Castletown* (Royal Breakwater), all near the N. end. At the first-named place carriages may be hired for a drive round the island (2–3 hrs.). Close by is *Portland Castle*, which was built by Henry VIII in 1520. Near Castletown is the *Portland Breakwater*, about 6000 ft. in length, constructed by convict labour in 1849–72; it is composed of over 5,600,000 tons of stone and its cost was £1,010,000. Portland Roads, the largest artificial harbour in the kingdom (2107

acres), was the chief S. base of the Home Fleet; it was thence that the vessels of the Grand Fleet steamed forth in July, 1914, to take up their war-stations. *Portland Prison*, at Grove, on the E. coast, a little farther to the S., accommodates about 800 convicts, most of whom are employed in the quarries. Still farther S. is *Pennsylvania Castle*, built by James Wyatt about 1800 for John Penn, governor of the island and a graudson of the founder of Pennsylvania; the grounds, with *Rufus Castle* (late 11th cent.), are shown to visitors by the gardener. At the S. extremity of the island is *Portland Bill*, a fine mass of rock, with two lighthouses.

18. FROM LONDON TO EXETER.

A. VIÂ READING AND TAUNTON.

173¾ m. G.W.R. from *Paddington Station* in 3–5 hrs. (28/6, 14/3½). Through-carriages by this route to *Weymouth*, *Ilfracombe*, *Torquay*, *Falmouth*, *Plymouth*, and *Penzance*.

From London viâ *Reading* and *Westbury* to (115½ m.) *Castle Cary*, where, however, the expresses do not stop, see Rte. 17. The line to Weymouth here diverges to the left (p. 121). — 120¼ m. *Keinton Mandeville*, birthplace of Sir Henry Irving (Henry Brodribb; 1838–1905). — 125¾ m. *Somerton* (Red Lion; Unicorn, R. & B. 4/6), an old-fashioned little town in a charming district, with a fine Dec. church, was once the capital of *Somerset* (p. 120) and the residence of the West Saxon kings. Roger Bacon (1214–94) was born at *Ilchester*, 4½ m. S. — At (130 m.) *Langport East* we are joined by the line from Yeovil (p. 126), which has a station at Langport West. *Langport* (Langport Arms, pens. 11/6), overlooking the marshes of the *Parrett*, has a fine Perp. church with old glass, and was the birthplace of Walter Bagehot (1826–77; tablet).

The so-called 'Hanging Chapel,' an ancient Perp. chapel above an archway near the church, is now a masonic temple. The church-tower of *Huish Episcopi* is one of the loveliest in the county (Glastonbury type). — About 1 m. S. is the quaint village of *Muchelney*, with a 15th cent. vicarage and the interesting remains of an abbey. — To the W. of Langport, on a hill, stands the *Parkfield Monument*, a column 140 ft. high, erected by the Earl of Chatham to his benefactor, Sir Wm. Pynsent.

135 m. *Athelney*. The *Isle of Athelney* is a spot of rising ground surrounded by marshes, now drained, where King Alfred gathered his forces for the final struggle with the Danes in 878 (memorial pillar). The scene of the 'burned cakes' is laid here, and Alfred's Jewel (p. 319) was found in the vicinity. — 137½ m. *Durston*, where we are joined by the G.W.R. line from Bristol (p. 158).

143 m. **Taunton** (*Rfmts.*), the junction for several lines, see p. 158.

145 m. *Norton Fitzwarren*, where the Minehead and Barnstaple lines diverge (see p. 159), has a gipsy burial-ground and a fine screen (c. 1500) in the church. — 150 m. *Wellington* (Squirrel; King's Arms), a woollen-making town with 7633 inhab., whence the great duke derived his title. To the S. rise the *Blackdown Hills*, here crowned by the (2½ m.) *Wellington Monument* (gratuity), 900 ft. above the sea. — From the Whiteball Tunnel, ¾ m. long, the train emerges in

Devonshire (p. 159). — At (158¾ m.) *Tiverton Junction* branch-lines diverge for (4¾ m.) *Tiverton* (p. 132) and for (7¼ m.) *Hemyock*, at the S. foot of the Blackdowns. — Beyond (161 m.) *Cullompton* (White Hart), the fine Perp. church of which contains the beautiful Lane Chapel (16th cent.), we descend the valley of the *Culm*. At (170¼ m.) *Stoke Canon* we are joined on the right by the Dulverton line (p. 132). — 173¾ m. **Exeter** (St. David's Station), see p. 127.

B. VIÂ BASINGSTOKE AND SALISBURY.

171¾ m. L. & S.W.R. from *Waterloo Station* in 3⅓–6½ hrs. (28/6, 14/3⅓). Through-carriages by this route to *Plymouth*, *Ilfracombe*, *Sidmouth*, *Padstow*, etc.

Motor Routes. *A*. Viâ Salisbury and Sherborne, 169 m. From London to (81 m.) **Salisbury**, see p. 111. We quit Salisbury by Bridge St. and Fisherton St. (Pl. B 2). — 3 m. *Wilton* (see below). — 7 m. *Fovant*. — 10 m. **Shaftesbury** (p. 125). — 10 m. *Henstridge Ash*. — 6 m. **Sherborne** (p. 125). — 5 m. *Yeovil* (p. 125). — 9 m. *Crewkerne* (p. 126). — 8 m. *Chard* (p. 126). — 13 m. *Honiton* (p. 127). — 17 m. Exeter (p. 127).

B. Viâ Salisbury and Dorchester, 172 m. From London viâ (81 m.) **Salisbury** to (120 m.) **Dorchester**, see pp. 111, 118. [Divergence to *Weymouth*, 8 m., see p. 118.] — 15 m. *Bridport* (p. 121). — 7 m. *Charmouth* (p. 127). — 2 m. Lyme Regis (p. 126). — 6 m. *Colyford*. — 8 m. *Sidford*. — 14 m. Exeter (p. 127). — A less hilly route from Charmouth runs viâ (5½ m.) Axminster (p. 126) and (9 m.) *Honiton* (p. 127) to (17 m.) Exeter.

From London to (83¾ m.) *Salisbury*, see Rte. 16. Beyond Salisbury West our line runs parallel with the G.W.R. line to Westbury and Bath (p. 117) as far as (86¼ m.) **Wilton** (*Pembroke Arms*, R. 4/, L. 2/6, D. 5/), a carpet-making town (2124 inhab.) with a gorgeous modern *Church* (by T. H. Wyatt; 1844), in the Lombardic style, most elaborately adorned with marble and mosaics (adm. 6*d*.).

To the S. of the town stands ***Wilton House** (open on Wed., 10–4; fee 2/), the magnificent seat of the Earl of Pembroke, begun in the time of Elizabeth, provided with an Italian front on the advice of Charles I, restored (after a fire) by Inigo Jones and his son-in-law Webb, 'Gothicized' by James Wyatt (early 19th cent.), and purified by recent modifications. The porch, now used as a garden pavilion, is ascribed to Holbein. Its art-treasures include a very valuable collection of armour, Greek and Roman sculpture, some famous portraits by Van Dyck, and pictures by many other great masters. Sir Philip Sidney wrote much of his 'Arcadia' here, Shakespeare is believed to have acted in 'As You Like It' in the great hall, and the names of Spenser, Ben Jonson, and Massinger are likewise associated with Wilton.

On the right rises a long range of chalk downs. — 92 m. *Dinton*, the birthplace of Edward Hyde, Earl of Clarendon, the historian (1609–74), and of Harry Lawes (1596–1662), who composed music for Milton's 'Comus.' — 96¼ m. *Tisbury* (Benett Arms), the birthplace of Sir John Davies, the poet (1569–1626), has a large parish church with monuments of the Arundells. *Place House*, at the N.E. end of the village, is an excellent specimen of a 15th cent. manor-house.

Wardour Castle (no adm.), the modern seat of Lord Arundell of Wardour, 2½ m. S.W., has a noted collection of paintings and other works of art, including the 'Glastonbury Cup.' The park and the old ruined castle (early 15th cent.) are open to the public. — About 2 m. N.W. lies *Fonthill*, once famous as Fonthill Abbey, the fairy palace built by Wm. Beckford (1759–1844), author of 'Vathek.'

101¼ m. *Semley* is the station for **Shaftesbury** (*Grosvenor Arms*), 2½ m. S. (omn. 1/3).

Shaftesbury, a quaint decayed town with 1873 inhab., strikingly situated on a cliff, is traditionally one of the oldest towns in England ('Palladour'). The abbey, founded in 880 by King Alfred for Benedictine nuns, attained to great riches and splendour, and once housed the bones of King Edward the Martyr. King Canute died here in 1035. Recent excavations have revealed its general plan and brought to light various traces of its mediæval glories. A good description of Shaftesbury under its local name of Shaston is found in Thomas Hardy's 'Jude the Obscure.' — Sir Christopher Wren (1632–1723) was born at *East Knoyle*, 3 m. N. of Semley.

The railway here runs on the borders of *Dorset* (p. 99) and *Somerset* (p. 120), now in the one county, and now in the other. — 112¼ m. *Templecombe* (Rfmts.; Royal Hotel), in Somerset, is the junction of lines to Bath, Wells, Burnham, and Bournemouth (see p. 149).

118¼ m. **Sherborne** (*Digby*; *Antelope*), in Dorset, a quaint, stone-built town (5953 inhab.), with a number of ancient houses, is pleasantly situated on the S. bank of the *Yeo*. In 705 it became the seat of a bishopric, removed in 1078 to Old Sarum (p. 116). As a hunting centre it has been called the Melton Mowbray of the South (comp. p. 354). It is the Sherton Abbas of the Wessex Novels. The *Abbey Church, originally a Norman building, was entirely recast in the 15th cent., and is now (after a costly restoration in 1848–58) one of the finest extant examples of the Perp. style, though retaining certain Norman characteristics. The general appearance of the exterior may be a little heavy, but the details of the ornamentation are admirable and the design of the choir approaches perfection. The effect of the interior, with its magnificent fan-vaulting, is of great richness. Behind the high-altar are buried Ethelbald and Ethelbert, two kings of Wessex, and the poet Sir Thos. Wyatt (d. 1542) is interred in the church (no monument). The picturesque old abbey-buildings are now incorporated in *Sherborne School*, an important public school, refounded by Edward VI in 1550. The school library is a very fine one (rare Bibles and musical works). The old *Almshouse* dates from 1437.

To the E. of the town are the ruins of the bishops' *Castle* (12th cent.), with a Norman gatehouse and keep (entered at Castleton Lodge; shown on Mon. & Thurs. with permit from the Digby estate office), and the present *Sherborne Castle* (Major Wingfield Digby), a picturesque structure, part of which was built by Sir Walter Raleigh in 1594. The park is crossed by a public footpath (views). — At *Trent* manor-house, 3½ m N.W., Charles II lay hidden for a fortnight after the battle of Worcester

About 4 m. beyond Sherborne we see (l.) the church of *Bradford Abbas*, with its fine Perp. tower (90 ft. high).

From (123 m.) *Yeovil Junction* (Rfmts.) a branch-line runs to (1¾ m.) **Yeovil** (Town Station; *Rfmts.*; *Three Choughs*; *Mermaid*, R. 4/, D. from 3/6), an old town (pop. 13,759) on the *Yeo* or *Ivel*, amid pretty environs, with large glove and sail-cloth factories, and the works of the St. Ivel Co. The beautiful Perp. *Church is "one grand harmonious whole, truly the work of real artistic genius" (Freeman). The George and Castle inns are interesting old buildings. William Dampier

(1652–1715), the navigator and discoverer, was born at *East Coker*, 3 m. S.S.W. of Yeovil.

From Yeovil to Taunton, 26 m., G.W.R. in 1–1¼ hr. (4/3, 2/1½). 5¼ m. *Montacute* has a church (Norman to Perp.) showing interesting details. Montacute House is an Elizabethan mansion (1580–1611) arbitrarily attributed to Thorpe (p. 117). 13 m. *Langport West*, and thence viâ (20¼ m.) *Durston* to (26 m.) *Taunton*, see p. 123.

G.W.R. from Yeovil to *Weymouth* and *London*, see Rte. 17.

131¾ m. *Crewkerne* (George, R. 4/, L. 2/6–3/6), a market-town (3939 inhab.), has a richly decorated Perp. church of the 15th cent. and a grammar school founded in 1499. About 3 m. N.W. is *Hinton St. George* (Earl Poulett), dating partly from the 16th cent. (interesting family monuments in the church). A fine walk may be taken from Crewkerne to (9 m.) Chard (see below), viâ *Windwhistle Inn* (733 ft. ; view).

From Crewkerne a coach runs daily to (12 m.) *Bridport* (p. 121) viâ (6 m.) *Beaminster* (pron. ' Bemminster ': White Hart), the 15th cent. church of which has a stately Perp. tower, adorned with sculptures, and is adjoined by the curious ' Mort House.' Thomas Hollis, the patriot and benefactor of Harvard University (1720–74), lived and died at *Corscombe*, 3 m. N.E. ; and Thomas Fuller, the divine (1608–61), was rector of *Broadwindsor*, 3 m. N.W. To the W. of Beaminster rise *Lewesdon Hill* (834 ft.) and *Pilesdon Pen* (907 ft.) ; Wordsworth lived in 1795–97 at Racedown Lodge, on the W. slope of the latter. Near Beaminster are three fine Tudor mansions : *Parnham*, *Mapperton*, and *Melplash*.

The railway now descends the rich green valley of the *Axe*. On the left, 1½ m. from Chard Junction (see below), is **Forde Abbey*, a mansion incorporating the beautiful remains of a Cistercian monastery, built c. 1142, reconstructed in the Perp. style in 1528, and altered by Inigo Jones c. 1658 (shown on Wed., 3–6 p.m., on written application). It was rented in 1814–17 by Jeremy Bentham. In the large saloon hang the famous Mortlake tapestries after Raphael's Cartoons. — 139¾ m. *Chard Junction*, beyond which we enter *Devonshire* (p. 159).

A branch-line runs hence to (3 m.) **Chard** (*George* ; *Crown*), in Somerset, a lace-making town (4563 inhab.) with a 15th cent. church. — From Chard a branch-line runs to (15¼ m.) *Taunton* (p. 158), viâ (4 m.) *Ilminster* (George), the church of which has a noble Perp. central tower and contains the tomb of Nicholas and Dorothy Wadham (d. 1609 and 1618), founders of Wadham College, Oxford. The picturesque grammar school dates from 1586. To the N.W. is (2½ m.) *Jordans*, birthplace of Capt. Speke (1827–64), the African explorer.

144¾ m. **Axminster** (*George* ; *Old Bell*), a pleasantly situated town (3009 inhab.) ; its once famous carpet-industry has vanished. *Ashe House* (now a farm), 2 m. S.W., near *Musbury*, was the birthplace of the Duke of Marlborough (1650–1722).

A branch-line runs hence to (6¾ m.) **Lyme Regis** (*Alexandra* ; *Royal Lion* ; *Three Cups* ; *Victoria*), a quaint old fishing town (2772 inhab.) and charmingly situated bathing-resort. It withstood a siege of two months by the Royalists in 1644. The curious little pier, known as the ' Cobb,' on which the Duke of Monmouth landed in 1685, is perhaps better known as the scene of Louisa Musgrave's accident in Jane Austen's ' Persuasion.' A Celtic cross in the cemetery commemorates those who perished at the torpedoing of the ' Formidable ' in 1915. The ancient church contains an interesting 15th cent. tapestry, believed to represent the marriage of Henry III and Elizabeth of York. Sir George Somers (1554–1610), who first settled the Bermudas (' Somers Islands '), and Capt. Coram (1668–1751), founder of the Foundling Hospital in London, were natives of Lyme Regis. The blue lias cliffs of the neighbourhood abound in fossils, and here Mary Anning (1799–1847) discovered the ichthyo-

saurus in 1811. About 3½ m. W. of Lyme (coast-path not recommended) is the **Dowlands Landslip* (adm. 6*d.*), where 40 acres of ground, undermined by land-springs, slipped down from the cliff above in 1839. The walk may be continued to (3½ m.) *Seaton* (see below). — Coaches run E. viâ the charming little seaside resort of (2 m.) *Charmouth* (Coach & Horses) to (9 m.) *Bridport* (p. 121). The interesting church (Norman to Perp.) of *Whitchurch Canonicorum*, 2½ m. N.E. of Charmouth, contains a memorial tablet to Sir George Somers (p. 126).

Beyond Axminster the scenery improves. — From (148 m.) *Seaton Junction* (Rfmts. ; Shute Arms) a branch runs S. viâ (1¾ m.) *Colyton* (Perp. church) to (4½ m.) *Seaton* (Beach Hotel ; Royal Clarence ; Pole Arms ; Gould's, unlicensed), a breezy little bathing resort at the mouth of the *Axe*, with a shingle beach and a golf-course. Delightful walks lead along the coast E. to the Landslip and Lyme Regis (see above) and W. viâ (1½ m.) *Beer* (Dolphin), a quaint little fishing-port with old quarries, and (4 m.) the romantic village of *Branscombe* (good church) to (9 m.) *Sidmouth* (see below).

Beyond a tunnel, nearly 1 m. long, we reach (155 m.) *Honiton* (Dolphin, R. 5/, D. 4/ ; Angel), an attractive town (3191 inhab.) with an interesting old church. Honiton lace is now made chiefly in the neighbouring villages. — 159½ m. *Sidmouth Junction* (Railway Hotel).

From Sidmouth Junction to Sidmouth, 8¼ m. in 25 min. (1/5, 8½*d.*). — We descend the valley of the *Otter*. — 2¾ m. *Ottery St. Mary* (King's Arms ; London), a town of 3699 inhab., has a notable E.E. and Dec. *Church, of which the two transeptal towers, W. front, and other features are copied from Exeter Cathedral (comp. p. 128). The Dorset aisle, added about 1500, has fine fan-vaulting. Ottery was the birthplace of S. T. Coleridge (1772–1834), and it is the 'Clavering St. Mary' ('Pendennis') of Thackeray, who used to spend his Charterhouse holidays in the neighbourhood. 5 m. *Tipton St. John*, see below. — 8¼ m. **Sidmouth** (*Victoria*, R. from 5/, L. 3/, D. 5/ ; *Knowle*, with large grounds, pens. from 5½ guineas per week ; *Royal York* ; *Bedford* ; *Fortfield*, R. 5/, D. 5/, unlicensed ; *Royal London*), at the mouth of the *Sid*, is a fashionable and beautiful watering-place (5612 inhab.), protected from N. winds by a circle of hills and thus apt to be sultry in midsummer. It has a bath establishment (Nauheim treatment), a golf-course, and good bathing (shingle beach).

From Tipton St. John (see above) a branch-line runs in ¼ hr. to (11¼ m.) *Exmouth* (p. 132). The second station is (4¼ m.) *East Budleigh*, near which are *Bicton Park* (1 m. N.), with its fine gardens and arboretum (closed in 1919), and (1 m. W.) *Hayes Barton*, the birthplace of Sir Walter Raleigh (1552–1618). 6½ m. *Budleigh Salterton* (Rolle ; Feathers), at the mouth of the *Otter*, is an attractive little bathing resort, with golf-links. Charming view from the *Beacon*, 1½ m. W.

Beyond Sidmouth Junction the country is less interesting. 167 m. *Broad Clyst* ; 169 m. *Pinhoe*.

171¾ m. **EXETER** (pop. 48,664), the county town of Devon, is an interesting and historic city, with a beautiful cathedral, and is perhaps the best headquarters for exploring this part of England. It lies on rising ground on the left (N.E.) bank of the *Exe*, and is connected also with the tidal estuary of that river at Topsham (p. 131) by a *Ship Canal* (5 m. long), begun in 1564. Honiton lace (see above) and Devonshire cream (p. 159) may be purchased here.

Railway Stations (*Rfmts.* at first two). 1. *St. David's* (Pl. A 1 ; G.W.R.), to the N.W. of the city, nearly 1 m. from the cathedral ; 2. *Queen Street* (Pl. B 4 : L. & S.W.R.), near the Castle and

¼ m. from St. David's Station; 3. *St. Thomas's* (Pl. F 2; G.W.R.), in the S.W. part of the city, for local (S. Devon) trains. — Hotel-omnibuses meet the trains.

Hotels. New London (Pl. B 5, 6), London Inn Square, at the N.E. end of High St., R. from 5/6, D. 5/6; Rougemont (Pl. B 3, 4), almost opposite the Queen St. Station, R. from 4/6, D. 5/; Royal Clarence (Pl. C 4, 5), a quiet house facing the N. side of the cathedral, R. from 5/6, D. 5/6; Globe (Pl. D 4), Cathedral Yard, R. or D. 3/6; Bude (Pl. C 6), R. 3/6; Victoria (Pl. B 3, 4), Queen St.; Great Western (Pl. A 1), at St. David's Station; Osborne (Pl. A 3), 15 Queen's Terrace.

Restaurants. *Palmer*, 35 High St.; *Deller*, Bedford St.; *Devonshire Dairies*, Broadgate (light rfmts.).

Post Office (Pl. C 5), High St. (telegraph office always open). — *Official Information Bureau*, 21 Queen St.

Cabs. 1/3 per mile, each addit. fraction of a mile 9*d.*; per hr. 3/, each addit. ¼ hr. 8*d.* — Luggage over 112 lb. 6*d.* (for 3–4 pers. over 56 lb.); on taxicabs, each outside package 2*d.* — Tramways run from the centre of the city to *Heavitree* (1½*d.*) and other suburbs (1*d.*). They pass all three railway stations. — Motor Cars run thrice weekly from Queen St. Station to *Chagford* (p. 174; 2½ hrs.; fare 2/6). — Motor Brakes daily to various points.

Amusements. *Theatre* (Pl. B 5, 6), Longbrook St.; *Hippodrome* (Pl. B, C 5), London Inn Square; *Victoria Hall* (Pl. B 3), Queen St. — *Military Band*, in Northernhay (p. 131). — Boats at Exe Bridge (Pl. F 2) and Port Royal, 6*d.* per hr., 1/6 per day. Motor-boats c. 5/ per hr. Favourite goals are (2 m.) *Double Locks* and (7 m.) *Turf Locks* (tea and whitebait).

History. For Exeter, the *Caer Isc* of the Britons, the *Isca Damnoniorum* of the Romans, and the *Exancestre* of the Saxons, Professor Freeman claims that no other English city "can trace up a life so unbroken to so remote a past." When the Romans, of whose occupation a few vestiges remain, retired in the 5th cent., the Britons re-emerged from their retreats in Dartmoor and Cornwall, and even after the appearance of the already Christianized Saxons the two races seem to have lived in the town side by side, until Athelstan drove out the Britons about 926 and rebuilt the walls. In 1050 the bishopric of Devon and Cornwall was transferred from Crediton (p. 165), for its greater security, to Exeter. In 1068 the town submitted to William the Conqueror. Exeter has very frequently been besieged. Though it declared for Parliament in the Civil War, it was held for the King for some time. William III was proclaimed here in 1688.

The ***Cathedral** (Pl. D 4, 5), dedicated to St. Peter, a comparatively small but admirable building of the Geometrical Decorated period, with Norman towers, is easily reached from any of the stations by tramway to High Street. It is open to visitors daily from 9 till dusk, except during service; adm. to choir 6*d.* We enter by the N. door in the W. front. Daily services at 7.45, 10.30, & 3; on Sun. at 7.45, 10.30, 3, & 6.30. Dimensions, see p. xlix.

History. The conventual church founded by Athelstan c. 932, which probably served as the earliest cathedral, was superseded by a Norman edifice built in 1112–1206. Of this the only important remains are the massive transeptal towers (to which the battlements and turrets were added in the 15th cent.), the only transeptal towers in England, except those copied from them at Ottery St. Mary (p. 127). The transformation of the Norman church was begun (from the E. end) c. 1270 by *Bp. Bronescombe* (d. 1280) and was continued by *Bps. Quivil* (d. 1291), *Bitton* (d. 1307), *Stapledon* (d. 1326), and *Grandison* (d. 1369). The so-called screen of the W. façade is decorated with sculptured figures forming a well-ordered scheme, the central subject being the Enthronement of the Virgin, flanked in the upper tier by Apostles, Evangelists, Patriarchs, and Prophets, while in the lower tier are the chief persons of the royal line of Judah. The lower figures appear to belong to the time of Bp. Grandison, the upper figures are much later (possibly late 15th cent.). The numerous flying buttresses contrast agreeably with the solid Norman towers.

***Interior.** The most striking characteristic is the uniformity of its design, each detail marked by purity of style (Dec.) and answering to its counterpart with unfailing symmetry. The unbroken stretch of vaulted roof, over 300 ft. in length, is most impressive. There is a lofty clerestory, but the triforium is represented by a small blank arcade. At the W. end of the N. aisle is the *Chapel of St. Edmund*, adjoining which is a tablet to Richard Blackmore (1825–1900). To the S. of the central door, in the thickness of the W. wall, is the old *Chapel of St. Radegunde*, converted into a chantry by Bishop Grandison (p. 128).

The most notable single feature of the NAVE, with its fine Purbeck marble pillars, is the **Minstrels' Gallery* (15th cent.) on the N. side, with angels playing on various musical instruments. In the S. aisle are a tablet to Sir Redvers Buller (d. 1908) and a memorial window to the men of Devon who fell in the Boer War (1899–1902). The poor modern *Pulpit* is a memorial of Bp. Patteson (d. 1871), the missionary bishop, and the glass in the fine *West Window* commemorates Abp. Temple (d. 1902), once Bp. of Exeter.

The TRANSEPTS, with their beautiful window-tracery and exquisite triforium gallery, were reconstructed by Bps. Bronescombe and Quivil under the Norman towers. On the E. side of the N. transept is *St. Paul's Chapel* (vestry), adjoined by the *Sylke Chantry*, founded in 1508. The 'Women's Window' was given by the women of Devonshire in 1886. In the same transept are an interesting early 14th cent. clock and a statue of Northcote, the painter (1746–1831; p. 165), by Chantrey. In the S. transept, off which opens (E.) *St. John's Chapel*, the chief object of interest is the tomb of Hugh Courtenay, Earl of Devon (d. 1377), and his wife. In the S.W. corner of this transept is the entrance to the *Chapel of the Holy Ghost*, to the S. of which stands the CHAPTER HOUSE (E.E. & Perp.; ceiling of 1465–78). This contains part of the cathedral library (apply to librarian), which includes some Saxon MSS., the Exeter Domesday MS., and the 'Codex Exoniensis' (9th cent.), a famous collection of early Anglo-Saxon poetry.

The CHOIR is separated from the nave by a triple-arched screen erected by Bp. Stapledon (d. 1326), with paintings of later date instead of reliefs. Over this is the organ. Four of the small chapels opening off the choir are closed by early 15th cent. stone screens; the others have 16th cent. screens. Perhaps the most noteworthy monuments are those of Bp. Marshall (d. 1206) and Bp. Stapledon (p. 128; both on the N. side; Pl. 5 & 7). The *Stalls* and *Reredos* are modern, but the former have E.E. misericords, and the wooden **Bishop's Throne* and stone *Sedilia* are exquisite works of the early 14th century. Some of the glass is ancient. — To the E. of the choir is the LADY CHAPEL, mainly the work of Bp. Bronescombe. Other interesting monuments here are those of Bp. Bartholomew (d. 1184), Bp. Simon of Apulia (d. 1223), and Bp. Bronescombe (p. 128; 15th cent., effigy of 13th cent.), all on the S. side (Pl. 14, 13, & 11).

The North Tower (adm. by order from dean or canon) commands a fine view and contains a bell ('Great Peter') weighing six tons. — Parts of the Cloisters, to the S. of the cloister-garth, have been rebuilt in their original (Dec.) style. — A good view of the E. end of the cathedral is obtained from the grounds of the *Bishop's Palace* (rebuilt), to the S. of the choir (adm. on week-days on presentation of visiting-card).

The old Close or Cathedral Yard, in which are several interesting old houses, has unfortunately lost its gates. Here, to the N. of the cathedral, is a statue of *Richard Hooker* (1554–1600) by Alfred Drury. Close by, in the N. corner of the Yard, is *St. Martin's Church* (15–16th cent.), beside which is *Mol's Coffee House* (16th cent.; now an art-shop), in which a fine oak-panelled room is shown. To the E. a stone archway, with a Jacobean oak door, admits to a picturesque quadrangle with earlier remains. — From the other side of the Yard we enter South St. to visit the *College of Priest Vicars* (Pl. D 4; 1388 or earlier), in which is a restored hall of the 14th cent., with linen-fold panelling and portraits of bishops (keys at No. 11 South St.).

Quitting the Close by Guildhall Broadgate, on the N.W., we enter High Street (Pl. C 4, 5; part of the Roman Icknield Way), with its many picturesque old houses, and turn to the right to reach the Guildhall.

In the opposite direction (left), High St. is continued down to the Exe Bridge by Fore St. (p. 131). Immediately on the left is *St. Petrock's Church*, a quaint little building the oldest part of which probably dates back to pre-Norman days. The original chancel is now the N. aisle. The irregular orientation of many of the old Exeter churches is evidently determined by the lines of the old streets.

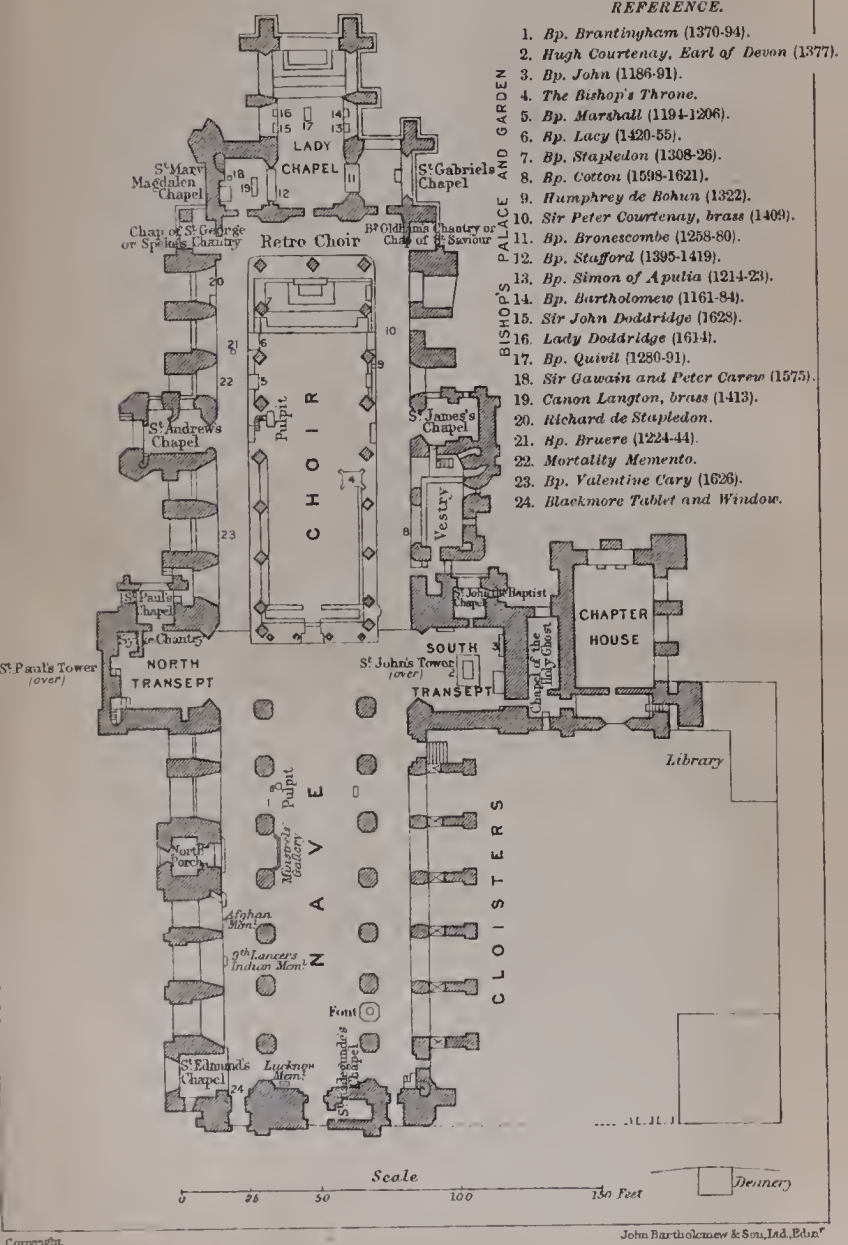
The ancient ***Guildhall** (Pl. C 4), rebuilt in 1464 on the site of a much earlier edifice, is conspicuous by reason of its pillared façade (added in 1593) projecting over the pavement. The Hall (open to visitors) has a fine roof, with quaint brackets and panelled walls ornamented with the armorial bearings of the trade-guilds, mayors, etc. It contains the city regalia and several portraits: Chief Justice Pratt, by *Hudson* (on the staircase), Henrietta, daughter of Charles I, and General Monk, both by *Lely*.

In Waterbeer St., behind the Guildhall, is the *Police Court* (Pl. C 4), believed to occupy the site of the Roman Prætorium and retaining a tessellated pavement. — Close by is *St. Pancras Church* (Pl. C 4), a quaint little building, with a Norman font, an E.E. chancel and piscina, and a holy water stoup (keys at an ironmonger's in Waterbeer St.).

On the opposite side of High St. is *St. Stephen's* (Pl. C 5), rebuilt c. 1665, with an elevated chancel on an old arch called 'Stephen's Bow.' Nearly opposite the church of *St. Lawrence* (Pl. C 5; c. 1200) diverges Bampfylde St., with *Bampfylde House* (Pl. C 5; 1590–94), once the town residence of the Bampfylde family (Barons Poltimore since 1831). — The figure of Henry VII on the house opposite the *General Post Office* (Pl. C 5), to the right, at the end of the street, originally adorned the old East Gate, which stood near here until 1784.

Castle St. (Pl. B, C 5), diverging from High St. opposite Bampfylde St., leads to the Castle Yard, now partly occupied by the *County Assize Courts* (Pl. B 5; 1774). On the left (S.W.) of Castle St. are the beautiful ***Rougemont Grounds** (open to the public), which contain an interesting *Historical Museum* and the remains of *Rougemont Castle*, erected by William the Conqueror and mentioned by Shakespeare in 'Richard III' (iv. ii.). To the N. and E., on the sloep

EXETER CATHEDRAL



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above the castle-moat, extends the well-shaded public park called *Northernhay* (Pl. B 4, 5), which contains a national memorial to *Sir John Bucknill*, the founder of the Volunteer movement in 1859, and other statues and sculptures. Part of the old *City Wall* (see below) is visible here.

From the W. exit from the Northernhay, not far from the *Queen Street Station* (Pl. B 4; p. 127), Queen St. leads to the left (S.E.) to High St., passing the ROYAL ALBERT MEMORIAL (Pl. B, C 4), a group of buildings including the *University College*, a *School of Art*, a *Training College*, a *Museum* (natural history and antiquities; 10 till dusk), a *Public Library* (35,000 vols.), and a small *Picture Gallery* (works by Reynolds, Turner, Opie, etc.; 10 till dusk).

If time permit, the longer return to High St., viâ the W. portion of the old **City Wall** (comp. Plan) and up Fore St., is recommended. The line of Northernhay St. (Pl. C 4, 5), in which the North Gate once stood (tablet), is continued by the winding Bartholomew St. (Pl. D 3). We here ascend to the top of the wall and walk along it, between the *Old Cemetery* (opened in 1637) and the churchyard of *All Hallows* (Pl. D 3), rounding the S.W. angle and rejoining Bartholomew St. at its other end. Crossing Fore St., we descend the steep West St. (Pl. E 3, 4) to visit the interesting church of *St. Mary Steps* (Pl. E 4), with its Norman font and its curious clock (c. 1656). Opposite the church stood the West Gate and a little farther on was the Water Gate (S.E. angle). Hence the wall (which need not be farther followed) runs N.E. to the South Gate (removed in 1819) and along Southernhay (Pl. D 5, 6). — From St. Mary Steps we make our way to the *Exe Bridge* (Pl. F 2; 1905), connecting the city with the suburb of *St. Thomas* (rail. station, p. 128), and thence ascend (to the right) to High Street, viâ New Bridge St. and Fore St., in and near which are many interesting structures.

In Tudor St. (Pl. E 2), to the left, is *Tuder* or *Tudor House* (16th cent.), with its curious scale-armour of tiles. — Between Nos. 139 and 141 (left) in Fore St. is *Tuckers' Hall* (Pl. E 3), the guildhouse of the 'tuckers, weavers, and shearmen,' with fine oak-panelling (open 12–2 on Tues. & Fri.; at other times apply to Mr. W. T. M. Snow in the Close). — In the Mint, diverging on the left, is the Benedictine *PRIORY OF ST. NICHOLAS (Pl. D 3), now containing an interesting antiquarian collection (open 10–1 and 2–4 or 5.30; adm. 6*d.*; closed on the 1st Wed. in each month). This fine example of mediæval domestic architecture formed the prior's house and the guest wing. Visitors are shown the Norman Undercroft (c. 1100?), Kitchen (13th cent.), Great Hall, and Tower (15th cent.), with the so-called Prior's Cell. — *St. Olave's Church* (Pl. D 3), farther on in Fore St., is an ancient edifice singularly unorthodox in plan. — The next cross-street (left) leads to the church of *St. Mary Arches* (Pl. D 3), with a Norman nave and Jacobean woodwork. On the right, near the top of the street, are two characteristic 16th cent. houses (Nos. 78 & 79).

Among outlying objects of interest, not included in the foregoing survey, are the modern church of *St. Michael* (Pl. C 2), with its fine tower and spire, situated on *Mt. Dinham* (view); *Wynnard's Hospital* (Pl. E 5), in Magdalen St., a 15th cent. almshouse, with a quaint little chapel (restored); and *St. Sidwell's Church* (Pl. B 6), between Exeter and Heavitree, containing some 15th cent. pillars (interesting capitals). An excellent view of Exeter is obtained from *Pennsylvania Hill*, reached viâ Longbrook St. and Pennsylvania Road (Pl. A, B 6).

FROM EXETER TO EXMOUTH, 10½ m., L. & S.W.R. (Queen St.) in ½ hr. (1/9, 10½*d.*). Beyond (5 m.) *Topsham*, formerly the port of Exeter

(comp. p. 127), partly built in the Dutch style and of Dutch bricks (ferry to Turf, p. 128), this line skirts the E. shore of the estuary (views). — **Exmouth** (*Imperial*; *Royal Beacon*; *London*; *Atlantic*, *Dolforgan*, unlicensed) is a pleasant watering-place (10,485 inhab.) at the mouth of the Exe, with a sandy beach, esplanade, golf links, and tennis courts. Ferry to *Dawlish Warren* (p. 160; 3*d*.); steam-launch to *Starcross* (p. 160; 6*d*.); excursion-steamers in summer to *Seaton*, *Torquay*, *Bournemouth*, *Dartmouth*, and *Salcombe*; railway to *Budleigh Salterton* and *Sidmouth Junction*, see p. 127.

From Exeter to Heathfield, 17 m., G.W.R. (St. David's) in 1 hr. (2/10, 1/5). — 6 m. *Longdown*. — 9¼ m. *Christow*, with the old *Canonteign House* (17th cent.), is the station for *Doddiscombsleigh* (1 m. E.), the church of which has a wealth of old stained glass. — 11 m. *Ashton* has a Perp. church with fine rood and parclose screens (painted). — Near (14½ m.) *Chudleigh* (Clifford Arms) is the picturesque **Chudleigh Rock* (limestone), commanding a fine view and containing two caves. — 17 m. *Heathfield*, see p. 161.

From Exeter to Dulverton, 25 m., G.W.R. (St. David's) in 1 hr. (4/, 2/6½). This line (Exe Valley Line) ascends the attractive valley of the *Exe*, running close by the river most of the way. The chief intermediate station is (14½ m.) **Tiverton** (*Palmerston*; *Angel*), an old market and lace-making town on the Exe, with a ruined *Castle* (14th cent. gateway) and a fine 15th cent. *Church* (freely restored). *Blundell's School* (founded in 1604), where Jan Ridd (in 'Lorna Doone') went to school, occupies new quarters W. of the town, but the old buildings still stand on the bank of the *Lowman*. To Tiverton Junction, see p. 124. — At (25 m.) *Dulverton* (p. 159) we change for the Taunton and Barnstaple line

From Exeter to *Barnstaple*, *Bideford*, *Clovelly*, and *Ilfracombe* viâ Yeoford, see Rte. 28; to *Torquay*, *Tavistock*, and *Plymouth*, see Rte. 23; to *Bristol* viâ Taunton, see Rtes. 18A, 22; to *Launceston*, *Wadebridge*, *Padstow*, and *Bude*, see Rte. 27.

19. FROM LONDON TO BATH AND BRISTOL.

118½ m. G.W.R. from *Paddington Station* in 2¼–3½ hrs. (19/6, 9/9½); to *Bath*, 106¾ m. in 2–3 hrs. (17/10, 8/11). Some of the trains to Bristol (avoiding Bath) run from Wootton Bassett viâ Badminton and Filton Junction (see p. 133). — An alternative route from London to Bath and Bristol follows the Weymouth (Exeter) line from Reading to Patney & Chirton (see p. 119).

Motor Route, 118 m. We follow Knightsbridge and Kensington Road (Pl. B 15–27). — 3 m. *Hammersmith*. — 4 m. *Hounslow*. — 10 m. *Slough* (p. 282). — 6 m. **Maidenhead** (p. 291). — 8 m. *Twyford* (p. 292). — 5 m. **Reading** (p. 292). — 5 m. *Theale* (p. 118). — 12 m. **Newbury** (p. 118). — 8 m. *Hungerford* (p. 118). — 10 m. **Marlborough** (p. 119). — 5½ m. *West Kennett*. [Loop to the right for *Avebury*, p. 119.] — 1½ m. *Beckhampton*. — 6 m. *Calne* (p. 134). — 6 m. **Chippenham** (p. 134). — 7 m. *Box* (p. 135). — 6 m. **Bath** (Rte. 20). — 7½ m. *Keynsham* (p. 135). — 4½ m. **Bristol** (p. 135).

From London viâ (36 m.) *Reading* to (53 m.) *Didcot*, see Rte. 41A. — 56½ m. *Steventon*, a quaint old Berkshire village with pargetted houses and an unusually shaped church. At *East Hendred*, an exceedingly pretty village with a Perp. wayside chapel, 2½ m. S., is *Hendred House*, the seat of the Eyston family, containing relics of Sir Thomas More (cup; portrait by Holbein) and Bp. Fisher (staff used on the scaffold) and a private chapel where mass has been said almost uninterruptedly since 1291. — 60½ m. *Wantage Road*. About 2½ m. S. (tramway) is **Wantage** (3628 inhab.; *Bear*, R. 4/6, D. from 4/), in the sheltered Vale of the White Horse, the birthplace of Alfred the Great (849–901) and of Bp. Butler

G.W.R.
Elmfield Hotel
Offices
Goods Off.
Foot Way
ST DAVIDS STATION
(Great Western)
Higher Barracks
H.M. Prison
Western Railway
London & South
Heles Sch.
BURY MEADOW
Pleasure Gd
Fuller Statue
St. Davids Ch.
Osborne Hotel
Lodge
Blind Instn.
QUEEN STREET STATION
City Hotel
Victoria Hall
Victoria Hotel
Rougemont Hotel
Tunnel
Brewery
St. Michaels Ch.
School
Mt. Dinham
LOWER CEMETERY
Weir
RIVER EXE
Boats
Cattle Market
South Devon Railway
Albion St.
Cleveland Br.
Cowick St.
St. Thomas Station
Great Shilhay
Quay
Canal Basin
Coleton Cres.
Friars Walk
Holloway St. Schools
Bull Meadow
Bull Meadow Road
Eye & Ear Infm.
Wynard's Hospital
Devon & Exeter Hosp.
Trinity Ch.
Trinity Burying Grounds
Pavilion Pl.
Magdalen Almshouses
MAGDALEN STREET
MAGDALEN ROAD
MOUNT RADFORD
Wesleyan Cha.
New R.C. Ch.
Baptist Ch.
Tuckers Hall
Tudor Ho.
Tudor St.
Fore St.
Higher Market
Middle Market
Lower Market
Milk St.
Guinea St.
Bear St.
Palace Gate
Vicars Cl.
Deanery
Palace
The Close
CATHEDRAL
Cathedral Yard
Bp. Hooker
Drill Hall
Barnfield Hall
BARNFIELD CRESCENT
Nurseries
Bowling Green
Diocesan Training College
Cong.l Ch.
DIX'S FIELD
Tramway Depot
Athenæum (Old Inn)
St. Martins Mols Ho.
Devon & Exeter Institution
Clarence Hotel
Guildhall
Guildhall Yard
Higher Market
St. Mary Arches Ch.
St. Mary Arches St.
St. Mary Major Ch.
St. Nicholas Priory
St. Olave
All Hallows Ch.
All Hallows St.
St. Kerrian's Ch.
St. Pancras Ch.
Police Courts
Waterbeer St.
Gould's Brewery
Paul Street
Paul St.
St. Paul's Ch.
Meth. Free Ch.
Albert Memorial Museum & University College
Dispensary
Queen's Hotel
Bath
Y.M.C.A.
St. Lawrence Ch.
Waverley Hotel
G.P.O.
Arcade
Buddy Hotel
Castle St. Ch.
Hippodrome
New London Hotel
White Lion
Rougemont Lodge
CASTLE
Rougemont Gdns.
Theatre
Northernhay
Northernhay St.
Lord Iddesleigh
Bucknill Mem.
Barnstaple
Sir T. Acland
Athenæum
Early Fortescue Deerstalkers
Queen St.
Longbrook St.
Pennsylvania Road
Holloway St.
Queen's Crescent
Moyle Ray Av.
St. Sidwells Sch.
St. Sidwells Ch.
Old Tiverton Rd.
Blackboy Road
Oxford Road
Belmont Road
Belmont Pleasure Ground
Summerland Place
Summerland St.
Park St.
Albert Rd.
Clifton St.
Sandford St.
Clifton Rd.
St. John's Rd.
St. Matthew's Ch.
Russell St.
Cranmer Terrace
Cranmer Pl.
Lawn
Pennsylvania Rd.
Archibald Rd.
Athelstan Rd.
Barnfield Rd.
Spicer Road
College Rd.
College Av.
Denmark Road
Wonford Rd.
Wonford
St. Leonard Rd.
Radford Road
Roberts Rd.
Fairpark Road
Temple Rd.
Bonhay Rd.
Bonhay
Exe Bridge
New Bridge St.
Frog St.
St. Edmunds Ch.
St. Edmund St.
Tucker St.
Stepcote Hill
Stepcote
Preston St.
Race St.
St. Mary Steps Ch.
West Street
Coombe St.
Coombe Street
Yards Sq.
Sun St.
South Street
Southernhay West
Southernhay East
Southernhay
Friernhay St.
Friernhay
Exe Street
Lower Cemetery
Lower Argyle St.
Iron Bridge
Northernhay St.
Gandy St.
Queen St.
Rougemont Rd.
Richmond Rd.
St. Davids Hill
Queen's Terrace
New North Road
Howell Road
Blackall Road
Queen's Cres.
Cork St.
Crouch St.
Wellington St.
Oxford Road
Belmont Rd.
Summerland Rd.
Park St.
Albert Rd.
Clifton St.
Sandford St.
Clifton Rd.
St. John's Rd

of the Analogy (1692–1752). The *Victoria Cross Gallery*, presented by Lord Wantage, V.C., contains fifty paintings of deeds that won the Victoria Cross. In the parish church and in the church of *West Hanney*, 1½ m. N., are numerous fine brasses. Motor-omnibus to *Oxford* (1/6).

The Vale of the White Horse, described in the opening chapters of 'Tom Brown's School Days,' is bounded on the S. by the long line of the Berkshire *Chalk Downs, largely cultivated but partly covered with springy turf. A fair road, the 'Port Way' or 'Ickleton Street,' runs at the foot of the downs from Streatley (p. 293) viâ (13½ m.) Wantage and the foot of White Horse Hill to (22½ m.) Ashbury (see below); while, roughly parallel, along the breezy top of the downs, runs the famous grass-grown British trackway, known as the 'Icknield Way' or the 'Ridgeway,' recommended to pedestrians and practicable (though not good) for cyclists.

On the left, 3 m. off, now appears *White Horse Hill* (856 ft.), with the sketchy figure of a horse (374 ft. long) cut in the turf, which may be conveniently visited from (66½ m.) *Uffington*, a pleasant village with a noble E.E. church.

The figure is now believed to be the work of the early Britons, though popularly it is associated with the very much later victory of King Alfred over the Danes at the battle of Ashdown, fought somewhere on these downs in 871. It may be reached from Uffington either direct (S.) or viâ the (1½ m.) village of *Kingston Lisle* (Plough), beyond which, in front of some cottages (gratuity) ¼ m. S.W. of the church, is the *Blowing Stone*, a famous perforated sarsen-stone. The hollow on the W. side of the hill is known as the *Manger*, and a detached knoll on the W. side is the *Dragon's Hill*, where, according to local tradition, St. George slew the dragon. From *Uffington Castle*, an oval earthwork (*View) on the top of White Horse Hill, the Ridgeway (see above) leads S.W. to (1½ m.) the dolmen known as *Wayland Smith's Cave*, the legend attaching to which has been adapted in Scott's 'Kenilworth.'

From Uffington a branch-line runs N. to (3½ m.) **Farlngdon** (*Crown*; *Bell*), a small market-town (3079 inhab.) noted for its bacon and dairy produce, with an old market-hall and an interesting church. *Faringdon House* was built in 1780 by Henry Pye, the poet laureate.

From (71½ m.) *Shrivenham* a road runs S.W. to (2½ m.) *Ashbury* (Rose & Crown) on the Port Way (see above) and thence viâ *Ashdown Park*, a seat of the Earl of Craven, to (6½ m. more) *Lambourn* (p. 118). The train enters *Wiltshire* (p. 118).

77¼ m. **Swindon** (*Rfmts.*; *Great Western*; *Queen's Royal*; *King's Arms, Goddard Arms*, these two in the old town), a thriving railway town (50,751 inhab.) created by the establishment here of the extensive engine and carriage works of the G.W.R. Swindon incorporates the market-town of *Old Swindon*, 1 m. S., which has a station on the Cheltenham & Southampton line (p. 261). Richard Jefferies (1848–87) was born at *Coate Farm*, 1½ m. S.E. of Swindon.

Swindon is the junction for lines to *Gloucester* (see Rte. 35) and to (6½ m.) *Highworth*, 2 m. E. of which is *Coleshill*, built by Inigo Jones in 1650.

83 m. **Wootton Bassett** (*Royal Oak*), with a quaint half-timbered town-hall, is the point of divergence for the S. Wales expresses and for the alternative route to Bristol.

From Wootton Bassett to Bristol viâ Badminton, 34¼ m., G.W.R. in c. 1½ hr. (5/9, 2/10½). 4 m. *Brinkworth* has a Perp. church with frescoes and other old features. *Penn Lodge*, 1½ m. N.E., was a residence of the Penn family. — 6¾ m. *Little Somerford* is 3 m. S.E. of Malmesbury (p. 134). — 17 m. *Badminton* (inn), a village among the Cotswold Hills, lies 1¾ m. S. of **Badminton House**, the splendid Palladian mansion (1682) of the

Duke of Beaufort, containing many fine paintings (no adm.) and situated in a beautifully wooded deer-park (small fee). The church contains ducal monuments and the tomb of Lord Raglan (d. 1855). Badminton has given its name to a sporting library, a magazine, a London club, a well-known game, and a species of claret-cup. *Grittleton House*, 3 m. S.E. of the station, has a fine collection of paintings and bronzes. — Beyond a tunnel, 2½ m. long, we reach (21½ m.) *Chipping Sodbury* (Portcullis, R. 3*i*, D. 3/6), an old market-town, as its name suggests. Tyndale (p. 142) translated the Bible in the 16th cent. mansion-house of *Little Sodbury*, to the N.E. We cross the line from Bristol to Birmingham (p. 142), and beyond (26¾ m.) *Winterbourne* diverge to the left (S.) from the route of the S. Wales trains, which proceed viâ the *Severn Tunnel* (the longest railway tunnel in the country; 4 m. 638 yds.) to (13¾ m.) *Severn Tunnel Junction* (p. 257). — At (29¾ m.) *Filton Junction* (branch to Avonmouth, p. 142) are the works and aerodrome of the 'Bristol' aeroplanes. — 32 m. *Ashley Hill*. At the *Müller Orphanages*, in Ashley Down Road, founded in 1836 and dependent on voluntary subscriptions, over 2000 boys and girls are maintained. One of the houses is open to visitors daily (except Sun. & Wed.) from 2.45 to 3.15. — 33 m. *Stapleton Road* (p. 135). Stapleton was the birthplace of Hannah More (1745–1833). — 34½ m. *Bristol* (Temple Meads), see p. 135.

87¾ m. *Dauntsey* (Peterborough Arms, near the station). The station is 2 m. S. of the village, a favourite resort of the poet George Herbert, and ¾ m. N. of the interesting remains (now a farmhouse) of *Bradenstoke Priory* or *Clack Abbey*, founded in 1142.

A branch-line runs from Dauntsey to (6¾ m.) **Malmesbury** (*King's Arms*; *Bell*, R. 4/, D. 5/), on the *Avon*, a picturesque place of 2656 inhab., chiefly remarkable for its ruined *Abbey Church (1115–39), of which the most striking feature is the richly sculptured S. porch. In the market-place is a fine 16th cent. market-cross. The historian William of Malmesbury (d. about 1143) was a monk of the abbey (founded in 680), and Thomas Hobbes, 'the philosopher of Malmesbury' (1588–1679), was born here. Omnibus to Tetbury (p. 252). About 2 m. N.E. of Malmesbury is *Charlton Park* (Earl of Suffolk and Berkshire), often visited by Dryden, with a fine collection of old masters; close by is *Garsdon*, the church of which contains several tombs of the Washington family.

94 m. **Chippenham** (*Rfmts.*; *Angel*; *George*), an agricultural and manufacturing town (5332 inhab.) on the *Avon*, is noted for its cheese and corn markets.

About 3½ m. S.E. (2 m. S.W. of Calne) is **Bowood Park**, the seat of the Marquis of Lansdowne, designed by the brothers Adam. The famous picture-gallery (no adm.) contains examples of Reynolds (Puck in the sulks), Ruysdael (Storm at sea), Hogarth (Peg Woffington), Murillo (Ecclesiastic), Raphael (John the Baptist), Domenichino (landscape), Wouvermans, etc. — At Sloperton Cottage, near *Bromham*, 3 m. S. of Bowood, the poet Thomas Moore (1779–1852) passed most of the last 35 years of his life; a Celtic cross marks his grave in the churchyard. — On the Avon, 3 m. S. of Chippenham, is **Lacock Abbey*, founded for Augustinian canonesses in 1232. It is now a private residence and presents one of the most perfect remaining examples of conventual arrangements (open on Mon. & Wed. afternoons; adm. 1/, each addit. pers. 6*d*.). The village of Lacock is unusually picturesque.

From Chippenham a branch-line (rail motors) runs to (5½ m.) *Calne* (Lansdowne Arms), noted for Wiltshire bacon, with a Trans. & E.E. church. Dr. Priestley lived here in 1770–80, S. T. Coleridge in 1814–16. A motor-omnibus plies daily to and from (15 m.) Marlborough, viâ Avebury (p. 119). — Another line runs S. to (15¾ m.) *Westbury* (p. 120), viâ (6¼ m.) *Melksham* (with a restored church, originally Norman), *Holt* (8¾ m.; for Devizes, p. 119), and (11¾ m.) *Trowbridge* (p. 117).

At (98¼ m.) *Corsham* are a handsome church and *Corsham Court*, the Elizabethan seat of Lord Methuen, containing a fine picture-gallery (open Tues. & Fri. 2–4, on application at the estate office). — Traversing the *Box Tunnel* (3212 yds.)

and passing (101¾ m.) *Box*, with subterranean quarries of 'Bath stone' (oolite), the train enters *Somerset* (p. 120). — In the churchyard of (104½ m.) *Bathampton* (comp. p. 117) lies Adm. Arthur Phillip, first governor of New South Wales (1738–1814).

106¾ m. **Bath**, see Rte. 20.

The train now crosses the *Avon*, and for some distance our line is roughly parallel with the Bath branch of the M.R. (p. 142). — 108¼ m. *Twerton-on-Avon* has large cloth-mills. At (115¾ m.) *Keynsham* are traces of an ancient abbey.

118½ m. **BRISTOL** (357,048 inhab.), a famous old city, an important manufacturing town and seaport, and the see of a bishop, is situated on the *Avon*, about 7 m. from the Bristol Channel. The city lies mainly in Gloucestershire (here separated from Somerset by the Avon) but forms a county in itself. In the 17th and 18th cent. Bristol was especially noted for its trade with the West Indies and America (comp. Thackeray's 'Virginians') and it still imports large quantities of sugar, rum, bananas, etc. Though its sugar-boiling is now a thing of the past the manufacture of tobacco still ranks high among its varied and important industries (glass, soap, chocolate, shoes, etc.).

Railway Stations. *Temple Meads* or *Joint Station* (Pl. E 7; Rlmts.), the principal station, is jointly owned by the G.W.R. and M.R. — *St. Philip's* (Pl. B 8), for the M.R. local line to Bath (Bournemouth, etc.). — Suburban Stations (all connected with Temple Meads): *Hotwells* (joint), for Avonmouth; *Clifton Bridge* (G.W.R.), for Portishead; *Clifton Down*, *Redland* and *Montpelier* (M.R.), for Avonmouth, Bath, etc.; *Bedminster*, for Taunton; *Lawrence Hill*, *Stapleton Road*, and *Ashley Hill* (G.W.R.), on the S. Wales line.

Hotels. In Bristol: Royal (Pl. D 3), College Green; Grand (Pl. B 4, 5), Broad St.; Royal Talbot (Pl. C 5), Victoria St; George & Railway (Pl. E 6), near Temple Meads Station; Swan (Pl. C 5), Bridge St.; Grosvenor (Pl. E 6), Victoria St.; Hydro Hotel (Pl. C 2), College Green, with Turkish baths, pens. from 63/ per week; Colston (Pl. C 3), College Green, unlicensed; Royal Victoria Temperance Hotel (Pl. D 6), Victoria St. — At Clifton: Clifton Down, near the Suspension Bridge, at present occupied as regional headquarters by the Ministry of Pensions; St. Vincent's Rocks, Sion Hill; Grand Spa, near Hotwells Station; Queen's (Pl. A 1), White Ladies Road.

Restaurants. *St. Stephen's*, Baldwin St.; *Stuckey*, 5 Wine St.; *Priory*, St. Augustine's Parade; *Morrison*, High St.; *Cabot Café*, College Green. — At Clifton: *Fortt*, 16 Regent St.; *Bonnet*, 51 Queen's Road.

Post Office (Pl. C 4), Small St.; at Clifton, Regent St. (beyond Pl. C 1). — American Consul, *Robertson Honey*, Lloyd's Bank Buildings, Corn St.; vice consul, *Robert F. Freer*.

Cabs. With one horse 1 m. 1/, then 6*d*. per ½ m.; with 2 horses 1/6 and 9*d*. Per hr. 2/6, with two horses 4/; then 6*d*. and 9*d*. per ½ hr. Extra passengers beyond two, 6*d*. each. Luggage 2*d*. per package. Double fares at night (12–6). — Motor Cabs 1 m. 1/, then 3*d*. per ¼ m.

Tramways. The *Tramways Centre* (Pl. C 4), *Old Market St.* (Pl. B 7), and *Bristol Bridge* (Pl. C 5) are the chief points whence tramways (and motor-omnibuses) radiate in various directions through the city (comp. the Plan). Cars every 5–10 min. (fares 1*d*.–4*d*.); no cars on Sun. morning. White tablets on the trolley-posts indicate stations at which all cars halt, green tablets indicate stations at which cars stop only if requested.

Motor Omnibuses (belonging to the Tramways Co.) maintain a combined service with the tramway-cars through the principal streets and ply also to the nearer

and farther suburbs, e.g. from Tramways Centre to *Clifton Suspension Bridge* (service No. 18; 3*d.*), to *Ashley Down Road* (No. 20; 2*d.*), to *Frampton Cotterell* (No. 26; 7*d.*), to *Avonmouth* (No. 28; 6*d.*), to *Berkeley* (Nos. 29 & 30; 1/). No omnibuses on Sun. morning.

Steamers. In summer pleasure-steamers ply from Bristol Bridge (Pl. C 5) to *Keynsham* (1/), *Hanham* (1/), and *Bath* (2/6), and from the Hotwells (beyond Pl. D 1) to *Clevedon*, *Weston-super-Mare*, *Penarth*, *Lynmouth*, and *Ilfracombe* (1/6–5/).

Amusements. *Prince's Theatre* (Pl. B, C 2, 3), Park Row; *Theatre Royal* (Pl. D 4), King St., melodrama; *Empire* (Pl. B 7), Old Market St., *Hippodrome*, near the Tramways Centre (Pl. C 4), and *Palace* (Pl. C 4), Baldwin St., these three for varieties.

History. Tradition assigns the foundation of Bristol in the 6th cent. B.C. to the British king Dyfnwal Moelmyd and his sons Brennus and Belinus. At the time of the Domesday Survey it ranked next after London, York, and Winchester. The castle, at the junction of the Avon and Frome, was built in 1126, by Robert, Earl of Gloucester, and here King Stephen was held prisoner for nine months in 1141. In the 12th cent. the town is described by William of Malmesbury as full of ships from every part of Europe, which ascended the tidal Avon to the very doors of the merchants. Bristol was the great mart of the trade in English slaves carried on before the Conquest, and many centuries later it became the chief centre of the African slave-trade. More honourable is its connection with mediæval maritime adventure. On June 24th, 1497, John Cabot and his son Sebastian, who had sailed from Bristol in the 'Matthew,' discovered the mainland of America, and in the following year Sebastian Cabot explored the American coast from Newfoundland to Florida. During the Civil War Bristol was captured by Prince Rupert in 1643 and became the chief Royalist stronghold in the West; but in 1645 it was stormed by the Parliamentarians under Fairfax and in 1655 its castle was 'slighted' by order of Cromwell. The loss of the American Colonies and the abolition of the slave-trade almost ruined Bristol, but the proximity of coal-fields and the opening of new docks at Avonmouth and Portishead have revived its ancient prosperity. During the Reform riots of 1831 two sides of Queen Square, with the Mansion House, custom-house, bishop's palace, and gaol, were burned to the ground. In 1838 the 'Great Western,' pioneer of the transatlantic steam traffic, was launched at Bristol.

From *Temple Meads Station* (Pl. E 7) Victoria St. (tramway) leads direct to (½ m.) Bristol Bridge (p. 137) and the centre of the city, passing near the *Temple Church* (Pl. D 6), a large Perp. building with a tower 5 ft. out of the perpendicular, on the site of a church of the Knights Templars. But visitors should make a detour to the left, viâ Pile St., to visit (¼ m.) ***St. Mary Redcliffe** (Pl. E 5), described by Queen Elizabeth as "the fairest, the goodliest, and most famous parish church in England." The present magnificent and harmonious Perp. structure replaces an earlier church of the 13th cent., and is mainly due to the munificence of Wm. Canynges the elder (d. 1396) and his grandson Wm. Canynges the younger (1399?–1474), two famous mayors of Bristol. The chief features of the exterior are the massive *Tower* (13th cent.), with its rich decoration of pinnacles, modern statues, and ball-flower ornamentation, and a spire 285 ft. high (upper portion modern); and the hexagonal **North Porch* (13th cent.), almost unique in ground-plan and execution, with an elaborately carved door. We enter by the *South Porch* (14th cent.; Dec.), recently restored.

The **Interior** (open free all day), 240 ft. in length and 117 ft. wide across the transepts, with elaborate vaulting and large stained-glass windows, produces a general impression of

lightness and loftiness, richness of decoration, and harmony of proportions. There is no triforium, and the want of a horizontal string-course is noticeable. The aisled transepts are a feature unusual in parish churches and rare even in cathedrals. In the choir is a modern marble reredos representing the Feeding of the Five Thousand, by G. Godwin. The Lady Chapel, of two bays, one older than the other, has gorgeous modern glass. — In the S. aisle of the nave are the monuments of Canynges the younger and his wife, and in the S. transept is another of Canynges, as Dean of Westbury College (p. 142). The canopied monuments of Sir Thos. and Wm. Mede (c. 1475) are in the N. choir-aisle, and the classical monument and armour of Adm. Sir Wm. Penn (d. 1670), captor of Jamaica and father of the founder of Pennsylvania, are at the W. end of the nave. In the choir and Lady Chapel are several good brasses. Under the tower is the so-called rib of the dun-cow slain by Guy of Warwick (p. 342; really a whale-bone, said to have been presented to the church by Cabot in 1497).

Above the N. porch (the interior of which deserves careful examination) is the muniment room where the boy-poet *Thomas Chatterton* (1752–70) pretended to have discovered the Rowley MS. in an old chest. Chatterton, who was the nephew of the sexton of St. Mary's, was born in an adjacent street, educated at Colston's School (in the dress of which he is represented on the monument in the churchyard), and poisoned himself in London in his eighteenth year. — The poets Southey and Coleridge were married in this church to Edith and Sara Fricker (1795).

Redcliff St., No. 58 in which is *Canynges' House*, with a 15th cent. hall, leads N. from St. Mary Redcliffe to (½ m.) *Bristol Bridge* (Pl. C 5), built in 1768 to replace the original structure of 1247. It spans the *Floating Harbour* formed in 1803 by furnishing a section of the Avon 2 m. long with a lock at either end and diverting the tidal river to a new channel.

To the N. of the bridge lies the old and central part of the city, in which still linger many picturesque gabled houses of the 14–17th cent., some of them with curious crypts. The junction of the four streets here (High St., Wine St., Bread St., and Corn St.) was formerly marked by the *High Cross*, removed to College Green (p. 139) in 1733 and thence to Stourhead (p. 120) in 1766. In High Street, which leads N.W. from the bridge to the Cross, is the church of *St. Nicholas* (Pl. C 5; 1762–68; crypt of 1503), where curfew is rung daily at 9 p.m.

Mary-le-Port Street, diverging on the right (E.) from High St., passes the small Perp. church of *St. Mary-le-Port* (Pl. C 5) and is continued by St. Peter St., with *St. Peter's* (Pl. B 5), which has a Norman tower and the grave of Richard Savage, the poet, who died in the Newgate prison close by in 1743. — Castle St. and Castle Green (Pl. B 6) mark the site of the *Castle* (p. 136), of which the chief relic is a 13th cent. porch at the farther end of the Green. — **St. Peter's Hospital* (Pl. B, C 5), a rich specimen of half-timbered work, a little S. of the church, originally the house of Thos. Norton the alchemist (c. 1400), was altered in 1612. The Court Room has panelled walls and a stucco ceiling.

On the E. (right) at the Cross, at the corner of Wine St., is a wooden-fronted house (1676) said to have been brought from Holland. On the left, at the corner of Corn St., stood the

book-shop of Joseph Cottle (now Hayward's), the friend and publisher of Coleridge, Wordsworth, and Southey, while at the opposite corner is the *Council House* (Pl. C 4), a classical building by Smirke (1827) containing the city records, the corporation regalia, and a number of portraits (*Earl of Pembroke, by Van Dyck; James II, by Kneller).

From WINE STREET, which leads N.E. from the Cross, the *Pithay* diverges on the left for *Tower Lane*, with its quaint, dilapidated houses, and Union St. for *St. James's* (Pl. A 5), the nave of a late Norman priory church built by Robert, Earl of Gloucester, in 1130. Robert Southey (1774–1843), the son of a mercer, was born at No. 9 Wine St.

Beyond the Cross High St. is continued by BROAD STREET, on the left in which is the *Guildhall* (Pl. B 4; 1843), containing the law courts and incorporating the remains of *Colston's House* (12th cent. and Tudor). Spanning the end of the street is *St. John's Gate*, with statues of Brennus and Belinus (p. 136), and surmounted by the spire of *St. John's* (Pl. B 4), a 14th cent. church with good Jacobean woodwork and a crypt.

Beyond the gate CHRISTMAS STREET, with the porch of the vanished *St. Bartholomew's Priory* on the right, leads to *Christmas Steps*, a quaint alley ascending to Colston St. and to *St. Michael's* (Pl. B 3), dating from 1774, with a 15th cent. tower. At the top of the steps are some stone seats, an old inscription (left), and the picturesque *Foster's Almshouse*, with a 16th cent. chapel dedicated to the Three Kings of Cologne.

To the S.W. of the Old Cross runs CORN STREET, with *All Saints* (Pl. C 5), in which (at the E. end of the S. aisle) is the monument of Edward Colston, by Rysbrack.

The memory of *Edward Colston* (1636–1721), the most princely benefactor of a city noted for its public spirit, is kept green by annual banquets on Nov. 13th, given by the Anchor Society (Liberal), the Dolphin Society (Conservative), and the Grateful Society (non-political), at which the guests vie with one another in making after-dinner offerings for benevolent purposes.

Farther on is the *Exchange* (Pl. C 4; 1743), now a corn-market. In front are the 'Nails,' four bronze tables from the old Tolsey, formerly used by the merchants for their cash transactions (whence the phrase 'to pay on the nail'). Corn St. is continued by Clare St., to the right of which rises the elaborate tower (133 ft.) of *St. Stephen's* (Pl. C 4), a late Perp. church of 1450–90.

Both Clare St. and the wide *Baldwin Street*, leading direct from Bristol Bridge, end at the **Tramways Centre** (Pl. C 4), called also *St. Augustine's Bridge* (though no bridge is to be seen), at the S. end of COLSTON AVENUE, an ornamental open space formed in 1893 by covering over part of the Floating Harbour (p. 137) and now adorned with statues of Edmund Burke (by Havard Thomas), M.P. for Bristol in 1774–80, and Edward Colston (see above; by J. Cassidy).

Colston Hall (Pl. C 3), on the site of the Bluecoat School (removed to Stapleton), was rebuilt after a fire in 1898 and can hold 4000 people. It contains an exceptionally fine organ. — In Park Row, to the N., is the *Red Lodge* (Pl. B 3), now a reformatory school for girls; it was built in 1590 and contains a fine carved staircase and hall.

To the S. of Baldwin St. (Pl. C 4) stretches a Georgian quarter, bounded on three sides by the Floating Harbour. In KING STREET (Pl. D 4) are the *Merchant Venturers' Hall* (1709) and their picturesque almshouses

(1699); the former *City Free Library*, founded in 1613 but removed to the Central Library in 1906; the *Theatre Royal*; *Coopers' Hall*, with a Corinthian front; and the picturesque *St. Nicholas Almshouse*. The quiet QUEEN SQUARE (Pl. D 4), scene of the riots of 1831 (p. 136), has an equestrian statue of William III by Rysbrack. At No. 16 David Hume was a lawyer's clerk in 1734.

St. Augustine's Parade leads S. from the Tramways Centre, past *St. Augustine's* (Pl. D 3), a Perp. church of 1480, to COLLEGE GREEN (Pl. C, D 3), the former burial-ground of the abbey, with a marble statue of Queen Victoria by Boehm and a modern copy of the High Cross (p. 137).

The ***Cathedral** (Pl. D 3), originally the church of an abbey founded in 1142 for Augustinian canons by Robert Fitzhardinge, a Bristol merchant, was built on the traditional site of Augustine's Oak, where St. Augustine conferred with the British Christians. — The church is open daily from 9.30 to 5 or later; adm. free to the nave and transepts, 6*d.* to the rest of the church. Services on week-days at 10 & 4; on Sun. at 10.30 & 3.30. Dimensions, see p. xlix.

HISTORY. Of the Norman buildings the chief relics are the chapter-house and the gateway. The E. half of the cathedral was rebuilt in the early Dec. style, mainly by Abbot Knowle (1306–32), who connected with his choir the previously detached E.E. Elder Lady Chapel (early 13th cent.). The Norman nave was finally pulled down in the 16th cent., and the church remained naveless until 1868–88, when the present nave was built by G. E. Street, on the lines of Knowle's choir, with slight modifications. The Perp. central tower dates from about the middle of the 15th cent., but the W. towers and the W. façade are modern. After the Dissolution the abbey-church became the cathedral of the new see of Bristol, created in 1542. From 1836 to 1897 this see was united with that of Gloucester.

Interior. The chief feature of the striking interior is the absence of triforium and clerestory, the aisles, nave, and choir being of equal height, with pier arches rising to the full height of the building. In the aisles of the NAVE Street has copied the extraordinary vaulting and the curious tomb-recesses of the choir. — The TRANSEPTS belong mainly to the Dec. period, but retain fragments of Norman and E.E. work. The N. transept, with rich lierne vaulting assigned to Abbot Elliot (1515–26), contains a fine Colston window presented by the Dolphin Society (p. 138) and a memorial to 'Hugh Conway' (F. J. Fargus; d. 1885). The S. transept has a groined roof by Abbot Newland or Nailheart (1481–1515) and a monument to Bp. Butler (d. 1752), with an inscription by Southey.

The *CHOIR, in an early Dec. style, unparalleled elsewhere, has lierne vaulting, foliage capitals of great beauty, and a modern marble pavement. The canopied stalls (1515) have been restored; some of the old misericords are interesting. The reredos (1899) is by Pearson. The choir-aisles are noteworthy for two almost unique features: the skeleton vaulting, which takes the place of flying buttresses but is considered by some architects to be redundant ("carpentry work in stone"); and the stellate tomb-recesses, paralleled only at St. Mary Redcliffe and St. David's. The E. windows of the choir-aisles, of enamelled glass, were presented by Dean Glenham (1661–67). The N. choir-aisle, the earlier of the two, is adjoined by the

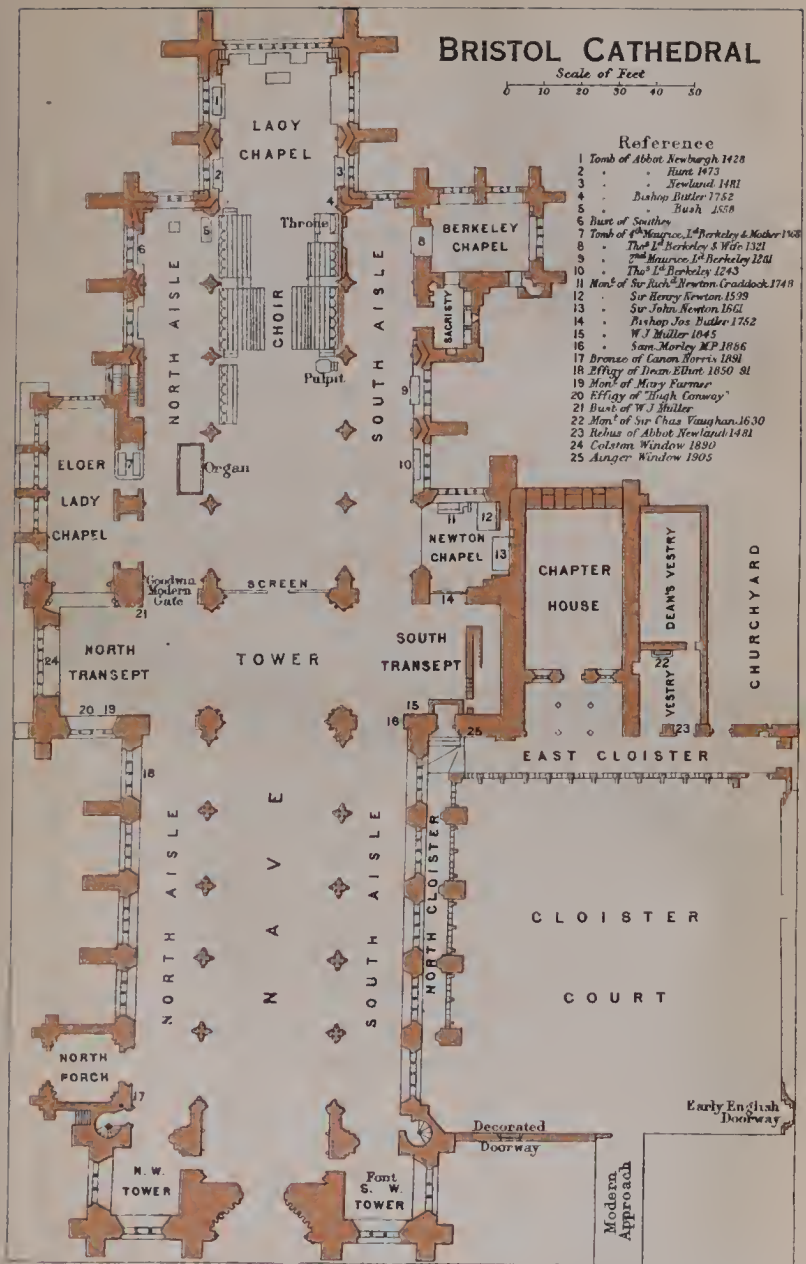
*Elder Lady Chapel, pure E.E. in style, with Dec. vaulting and E. window and a beautiful arcade with grotesque carvings. At the E. end of the N. aisle are the tomb of Bp. Bush (d. 1558; Pl. 5), with a 'cadaver,' and a bust of Southey (Pl. 6) by Bailey. The Lady Chapel behind the chancel has a beautiful Dec. *East Window (Tree of Jesse), with original glass of c. 1320. The reredos is partly Knowle's and partly Perp. work. The chapel contains beautiful sedilia (restored), tombs of abbots, and a tablet (Pl. 4) marking the grave of Bp. Butler. In the S. choir-aisle, with three Berkeley monuments in the tomb-recesses, is the beautiful Dec. entrance to the monastic *Sacristy*, with curious detached vaulting and a hearth for the baking of the sacramental bread. The sacristy is now the vestibule of the *Berkeley Chapel*, used as the music-room of the choristers. We note the decoration of ammonites and medlars on the entrance-door. The *Newton Chapel*, entered from the W. end of the S. choir-aisle, late Dec. in style, contains several tombs of the Newton family.

A door in the W. wall of the S. transept leads to the scanty remains (restored) of the late Perp. Cloisters (c. 1480), now occupied by monuments removed from the church. Off the E. walk opens the *Chapter House, a relic of Fitzhardinge's building, Trans. Norman in style. It is rectangular, like other early chapter-houses, and the whole of the interior including the wall-arcades and the quadripartite groining, is enriched with zigzag and cable mouldings. The E. wall, with three windows, is modern. Some ancient stained glass has been set up here. The adjoining *Canons' Vestry* contains a coffin-lid with interesting early sculpture. The E.E. doorway, at the S.W. corner of the cloister court, was the entrance to the refectory. — To the W. of the cathedral, leading from Upper to Lower College Green, is the *Abbey Gateway*, Trans. Norman in style, with receding orders enriched with zigzag mouldings. The upper part of the gate is Perp., by Abbot Elliot. In Lower College Green is another Norman gateway which formerly led to the abbot's lodgings.

Adjoining the cathedral on the W., in Deanery Road, is the *Central Library* (Pl. D 2; 1906), containing a reference library of over 88,000 volumes.

On the N.E. side of College Green is *St. Mark's* or the *Lord Mayor's Chapel* (Pl. C 3; open free on Mon., Wed., & Fri., 11–3), a gem of Gothic architecture founded about 1229 by Sir Maurice de Gaunt for the support of a chaplain and the relief of a hundred poor daily, converted into a chapel for the Lord Mayor and Corporation in 1722, and restored in 1888. The narrow nave and choir are E.E.; the aisles are Dec.; and the tower, Poyntz Chapel, Lady Chapel, and reredos are Perpendicular. The chapel contains good old stained glass from Beckford's collection at Fonthill (p. 124) and some interesting old monuments. — In Unity St., close by, is the *Merchant Venturers' Technical College*, founded in 1856.

From College Green Park Street (Pl. C 3, 2), approached by a viaduct, ascends steeply towards Clifton. On the left is the *Freemasons' Hall* (1820). At No. 43 Hannah More (p. 134) and her sisters kept a boarding school in 1767–74. — Charlotte St. diverges on the left for *Brandon Hill* (260 ft.), which is crowned with the *Cabot Tower* (Pl. C 1; 105 ft. high; adm. 2*d.*; view), erected in 1897–98, the quatercentenary of John Cabot's expedition (p. 136). On the N.W. slope of the



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hill is *Queen Elizabeth's Hospital* (Pl. B, C 1; founded 1590), a bluecoat school for 160 boys.

In Queen's Road, at the top of Park St., is a group of important public buildings. On the right is the municipal **Museum & Art Gallery** (Pl. B 2; open 10–6, Wed. & Sat. 10–7, 1st and 3rd Sun. 2–5). The *Museum*, in the older buildings in the Venetian style (1871), includes an Egyptian room, an anthropological room, and zoological, botanical, and geological collections. — The newer building on the right is the *Art Gallery*, presented by Sir W. H. Wills and opened in 1905. On the ground-floor are collections of classical antiquities, arms and armour, Oriental art, and ethnography. Two rooms are devoted to Bristol antiquities. On the upper floor are a refreshment room and a collection of modern paintings.

Among the chief paintings are: *G. F. Watts*, Love and Death; *P. Graham*, Storm in the Highlands; *E. Crofts*, Funeral of Charles I; *Lucy Kemp-Welch*, Timber-hauling in the New Forest; *F. Dicksee*, 'La Belle Dame sans Merci'; *H. O'Neil*, Last moments of Raphael; *W. J. Müller* (1812–45; who lived and died in Bristol), Carpet bazaar; *W. Didier Pouget*, Heather in bloom; *J. Linnell*, Woodcutters; *G. H. Boughton*, Exchange of compliments; etc.

In Tyndall's Park, behind the Museum & Art Gallery, is **Bristol University** (Pl. B 2), incorporated in 1909, which owes its existence to the generosity of the Wills family. The buildings include the former University College and a chemical and physiological wing; further buildings are to be erected on the site of the Blind Asylum, in Park Row. It comprises faculties of Arts, Theology (three theological colleges), Science (National Fruit & Cider Institute at Long Ashton; Royal Agricultural College, Cirencester), Medicine, and Engineering (Merchant Venturers' Technical College).

Opposite the University are the *Grammar School* (Pl. A 2), founded by Robert Thorne in 1532, which was transferred hither in 1879; and the new *Baptist College* (Pl. B 2), originally established in 1720 at Stokes Croft. The latter possesses a miniature portrait of Cromwell and a unique copy of Tyndale's New Testament (1526). — In Cotham Road, a little to the N.E., is the *Western Congregational College*, founded by the Independents in 1752 and transferred hither from Plymouth in 1901.

Farther on in Queen's Road, in front of the *Victoria Rooms* (Pl. A 1; 1840), is the *Edward VII Memorial*, by H. Poole. Opposite (r.) is the *Royal West of England Academy* (Pl. A 1), containing wall-paintings by Walter Crane, three pictures by Hogarth from St. Mary Redcliffe, and the municipal school of art. An exhibition of modern paintings takes place here annually in autumn.

We are now in **Clifton**, the high-lying, residential quarter at the W. end of Bristol (hotels, see p. 135). From the Victoria Rooms White Ladies Road (Pl. A 1; tramway) leads to Clifton Down Station and (1 m.) Durdham Down; but the nearest way to (½ m.) Clifton Down is viâ Pembroke Road and Clifton Park Road. Bristol may be considered singularly fortunate in its possession of *Clifton Down* and *Durdham Down*, together forming a limestone plateau 5000 acres in area and 250–300 ft. above the level of the city. On the

W. they are bounded by the picturesque gorge of the Avon, which is here crossed by the lofty and graceful **Clifton Suspension Bridge* (toll 1*d.*), begun by Brunel in 1831 but not completed till 1864. The chains once formed part of the old Hungerford Bridge in London. It is 1352 ft. in total length (702 ft. between the piers), 31 ft. wide, and 245 ft. above high-tide. The centre of the bridge commands a splendid *View of the gorge, marred at low-water by the muddy bed of the river. On the opposite side of the river are the beautiful *Nightingale Valley* and the hanging *Leigh Woods*.

On the hill adjoining the E. end of the bridge is an 'observatory' with a camera obscura (6*d.*), whence access may be obtained to the 'Giant's Cave' in *St. Vincent's Rocks*, which form the side of the gorge. — From the E. end of the bridge a zigzag footpath (or the Rocks Railway, 1*d.*) descends to the remains of the *Hotwells*, a radio-active spring (70° Fahr.) which attracted crowds of visitors in the 18th cent. (comp. 'Humphrey Clinker' and 'Evelina') and now supplies the Grand Spa Hotel (p. 135). Railway station, see p. 135.

Near the end of the beautiful promenade skirting the downs are the **Zoological Gardens* (adm. 6*d.*; rfmts.), noted especially for their carnivora. Close by is *Clifton College*, founded in 1862 and now one of the great public schools, with 650 boys.

At Avonmouth (*Hotel*), 5 m. N.W. of Bristol (by railway from Clifton Down or Hotwells station or by motor-omnibus), are the large and important *Docks* of the Corporation of Bristol. The railway passes (3½ m.) *Shirehampton*, with a fine public park. There are another dock and a Naval College at Portishead (*Como*, R. from 5/; *Royal*, pens. 10/), a small watering-place on the estuary of the Severn, 11½ m. W. of Bristol (railway viâ Bedminster, p. 156). A light railway runs from Portishead to (6 m.) *Clevedon* and (14¼ m.) *Weston-super-Mare* (see p. 157), and a motor-omnibus to Clevedon.

At *Westbury-on-Trym*, 3½ m. N. of Bristol (tramway), where Southey wrote 'Madoc' (1798), are the remains of a college of secular clerks, of which Wm. Canynges (p. 137) was dean and John de Trevisa and Wycliffe prebendaries. Near *Henbury* (Henbury Court Hotel, with extensive grounds), 1½ m. N., is *Blaise Castle*, with beautiful grounds, to which visitors are admitted on application. — The fine Perp. church tower (adm. 3*d.*) built by the Merchant Venturers in 1483 on *Dundry Hill*, 4½ m. S. of Bristol, commands an extensive *View. — *Müller Orphanages*, see p. 134. — Other points often visited from Bristol are *Wells*, *Glastonbury*, *Cheddar*, *Bath*, *Chepstow*, *Tintern Abbey*, *Gloucester*, etc.

From Bristol to Birmingham, M.R. (viâ Gloucester, Cheltenham, and Worcester), 88¾ m. in 2¼–3½ hrs. (12/4, 7/7½). This through-route is an important link in the direct communication between W. and N. England, with through-carriages to and from many of the principal stations N. of Birmingham and S. of Bristol. — 5 m. *Mangotsfield* is the junction for Bath (10 m.; Rte. 20), viâ *Bitton* (3½ m.), with a remarkable church and a charming vicarage garden laid out by Canon Ellacombe (d. 1916), and *Kelston* (5¾ m.). — At (10½ m.) *Yate* a branch diverges for (7½ m. N.W.) *Thornbury* (Swan), the early home of Dr. W. G. Grace (d. 1915) and his brothers, with a Perp. church and a large late-Tudor mansion. 17 m. *Charfield* is the station for *Wotton-under-Edge* (2½ m. E.; omn.) and for *Tortworth Court* (2 m. N.W.; Earl of Ducie). The Tortworth Spanish chestnut (over 700 years old; girth 52 ft.) is one of the famous trees of England. — The *Cotswold Hills* appear on our right. The column (110 ft. high) on *Nibley Knoll* (600 ft.; r.) commemorates William Tyndale (1484–1536), translator of the Bible, claimed as a native of the parish. — 22 m. *Berkeley Road* is the junction for Berkeley and Lydney (p. 257); 24½ m. *Coaley Junction* for *Dursley*. — At (26½ m.) *Frocester* is the largest tithe-barn in England (184 ft. long; c. 1300). From (28¼ m.) *Stonehouse* (p. 253) branch-lines run to *Stroud* (3½ m.; p. 252) and viâ (4½ m.) *Woodchester*, with its Roman villa (p. xvii), to *Nailsworth* (5¾ m.). — 37 m. **Gloucester** (*Rfmts.*), see p. 253. — 43¾ m. **Cheltenham** (Queen's Rd. Station), see p. 258. — 47¼ m. *Cleeve*, 1½ m. W. of Bishop's Cleeve (p. 260).

CENTRAL BRISTOL
Scale of Yards
0 100 200 300
Scale of Metres
0 100 200 300
Tramways
TYNDALLS PARK
Brandon Hill
Cabot Tower
Museum
University
Cathedral
College Green
Canons Marsh
Timber Yards
Gas Works
Guildhall
Council House
Post Office
Grand Hotel
Theatre Royal
Royal Hotel
Royal Talbot Hotel
Temple Church
St Mary Redcliffe
Cattle Market
Goods Shed
TEMPLE MEADS STA.
Hospitals
FLOATING HARBOUR
R. AVON
BALDWIN STREET
CORN STREET
BROAD QUAY
WELSH BACK
QUEEN SQUARE
PRINCES STREET
REDCLIFF STREET
TEMPLE STREET
THOMAS STREET
VICTORIA STREET
CASTLE STREET
OLD MARKET STREET
BROAD MEAD
PARK ROW
PARK STREET
QUEENS ROAD
WOODLAND ROAD
ST MICHAELS HILL
ALFRED HILL
MAUDLIN ST
TEMPLE BACK
REDCLIFF BACK
REDCLIFF PARADE
BATH PARADE
PORTWALL LANE
PILE STREET
THE GROVE
PRINCESTREET BR.
Bathurst Wharf
Princes Wharf
Ferry Quay
Dock
Wharf
Sailors Home
Seamen's Institute
Central Reference Library
Free Library
Police Sta.
Police Court
Police Station
Fire Brigade
Electric Power Sta.
Tram Centre
Tram Sta. Entrance
Approach
Lock
Baptist College
Grammar School
Childrens Hospital
Royal Infirmary
St James Ch.
St James Barton
Hay Market
Market Rooms
Corn Exchange
Colston Hall
Colston Tower
Colston's Parade
St Augustine's Parade
The Butts
Queen Charlotte St
Queen Victoria St
Redcliff Way
Redcliff Back
Narrow Quay
Broad Quay
Marsh St
Baldwin Street
Bristol Br.
Queen Street
Bridge St
Passage St
Narrow Plain
Broad Plain
Unity Street
Old Bread Street
Cheese Lane
Jacob Street
Tower Hill
Lewins Mead
Rupert Street
Nelson Street
Fairfax Street
Broad Weir
Castle Green
Redcross Street
West Street
Victoria Rd
Milk Street
Newfoundland St
Gloucester St
Pembroke St
Norfolk St
Cumberland St
York Street
Barton St
North St
Montague St
Marlborough St
Lodge St
Tankard St
Colston Street
Xmas St
Tucker St
Small Street
Clare St
St Stephen St
St Nicholas St
Mary-le-Port St
St Peter St
Dolphin St
White Lion St
Bridgewell St
Union St
Merchant St
Philadelphia St
Water St
Rosemary St
Horsefair
Broadmead
Woodland Rd
Elmdale Rd
Elton Road
Priory Road
Queens Rd
Queens Av
Richmond Hill
Park Pl
Triangle
Ruysdael Pl
Berkeley Pl
Berkeley Square
Charlotte St
George's Road
Great George St
Jacobs Wells
Woodwell Lane
Queens Parade
College Road
Deanery Rd
St George's Rd
Hot Wells Road
Dunmore Street
Denmark St
Frogmore St
Trenchard St
Lodge St
Tucker St
Tyndalls Park
Whiteladies Rd
Southwell St
Terrell St
Maudlin St
Marlborough Street
Lower Castle St
Old Market St
Midland Road
St Philips Sta.
Lawford St
Lamb St
New Gt George's St
Gt George's
Gloucester St
Trinity Road
Meadow St
Hill Street
Dale Street
Undland St
Pritchard St
Gt Ann St
Briggs Lane
Redcross Street
Ellbroad St
Low Castle St
Gas Mill St
Narrow Wine St
Fairfax Street
Rupert Street
Quay St
Broad St
Small Street
Corn St

50¼ m. **Ashchurch** (*Rfmts.*). A loop-line runs hence to (33 m.) *Barnt Green* (see below), viâ *Evesham* (11 m.; p. 324), *Broom Junction* (18 m.; for Stratford-on-Avon, 7¾ m., p. 342), the old-fashioned town of *Alcester* (20½ m.; comp. p. 342), and *Redditch* (28 m.; Unicorn; American Consular Agent), noted for needles and fish-hooks; and a branch-line to *Great Malvern* (14 m.; p. 276), viâ *Tewkesbury* (1¾ m.; p. 259) and *Upton-on-Severn* (7¼ m.; Star), the scene of an adventure of Tom Jones. — Just beyond Ashchurch we enter *Worcestershire* (p. 275). 52¾ m. *Bredon* has a fine Norman and Dec. church and a large tithe-barn (14th cent.). On the right rises the rounded *Bredon Hill* (961 ft.; *View). We cross the *Avon*. — Beyond (59¾ m.) *Wadborough* the N. through-expresses run straight on to Bromsgrove (see below), while trains calling at (65 m.) **Worcester** (Shrub Hill Station; see p. 277) diverge to the left and regain the main line beyond (70½ m.) *Droitwich* (p. 281) and (75 m.) *Stoke Works*, with the Stoke Prior Salt Works.

Beyond (74½ m. direct; viâ Worcester 3½ m. more) *Bromsgrove*, with its handsome Perp. church and quaint gabled houses, the train ascends the *Lickey Incline* (1 : 37) to (76¾ m.) *Blackwell*. 78½ m. *Barnt Green* (comp. above). 83¼ m. *King's Norton*, with an interesting church (Norman details), grammar school (partly 13th cent.), and half-timbered inn. Branch-line to (8¼ m.) *Halesowen* (New Inn), with a ruined abbey (13th cent.) and the grave of the poet Shenstone (1714–63; in the churchyard). — 84 m. **Bournville** (*Olde Farm Inn*), with the large cocoa and chocolate works of Messrs. Cadbury Brothers, is a charming model village with about 4000 inhab., founded by Mr. George Cadbury in 1879 and placed under the Bournville Village Trust in 1900. With its substantial cottages, sold or let on easy terms to workmen (about half of whom are employed in the Cadbury Works), its ample open spaces, and its encouragement of social life, the village is of great interest to those concerned with the proper housing of the working classes. Tramway to Birmingham (Navigation St.; 2*d*.). — On the right appear the buildings of Birmingham University. — 88¾ m. *Birmingham* (New St. Station), see Rte. 45.

From Bristol to *Taunton* (Exeter, Plymouth, Penzance), see Rte. 22; to *Frome*, see p. 120; to *Wootton Bassett* viâ Badminton, see p. 133; to *Cheddar*, *Wells*, and *Glastonbury*, see Rte. 21.

20. BATH.

BATH (pop. 69,175), the most celebrated of English spas, and notable for its Roman bath, its abbey-church, and its memories of the 18th cent., is the largest town in Somerset, though not the county town (p. 158). It is situated on the winding *Somerset Avon*, in a cup or bowl, surrounded by wooded downs up the steep sides of which its buildings climb in tier upon tier of crescent, terrace, and square. These, built in a dignified Palladian style, give Bath an architectural character quite its own, as a unique and harmonious creation of the 18th century. Landor called it "the Florence of England," and Mr. W. D. Howells says, with kindly hyperbole, that "the houses of Bath are the handsomest in the world."

Railway Stations (*Rfmts.*), ¾ m. apart. *Great Western* (Pl. F 6), at the end of Manvers St.; *Midland* (Pl. D 3, 4), in James St. Hotel omnibuses meet the trains.

Hotels. Empire (Pl. D 6), in a commanding situation by the river, with restaurant, R. from 7/6, B. 3/6, L. 4/6, D. 6/6, pens. from 15/; Grand Pump Room (Pl. 5; E 5), recently reconstructed and communicating with the mineral baths; Bath Spa (beyond Pl. B, C 8), in the former Bath College, with pleasant grounds, swimming-baths, and gymnasium; York House (Pl. 10; C 5), an old established family hotel; Pulteney (Pl. 7; C 7); Lansdown Grove (beyond Pl. A 4), 400 ft. above sea-level, R. from 4/, B. 3/, D. 5/, pens. from 84/ per week; Royal Station (Pl. 9; F 6); Railway (Pl. 8; F 6), these two opposite the

G.W.R. station; CHRISTOPHER (Pl. 3; D 6); CASTLE (Pl. 2; D 5, 6); ANGEL, Westgate St., these three commercial; FERNLEY (Pl. 11; E 6), unlicensed, R. from 3/, D. 3/6, pens. from 10/6; FRANCIS'S HOTELS, 7 and 25 Queen Sq. (Pl. D 4, 5), 13 Bennett St. (Pl. B 5), and 1 Russell St. (Pl. B 5), pens. from 10/6; ALBERT, 10 North Parade (Pl. E 6), SOUTHBOURNE, 19 South Parade (Pl. E 6, 7), WALDRON'S, 2 Queen Square (Pl. D 4, 5), WESTBOURNE, 3 Duke St. (Pl. E 7), the last five private. — *Boarding Houses* and *Lodgings* in all parts of the city.

Restaurants. *Fortt*, 4 Milsom St.; *Bonnet*, 29 Milsom St.; *Taylor's Red House*, 8 New Bond St.; *Theobald*, 14 Old Bond St.; *Old Tea Parlour*, York St. and 16 Margaret's Buildings, Brock St.

Post Office (Pl. C 5), York Buildings (open 8 a.m.–8 p.m.). — ENQUIRY OFFICE (10–6), Grand Pump Room, where visitors' tickets of admission to the Pump Room, Roman Baths, parks and gardens, concerts, etc., may be obtained (week 5/, two weeks 8/, 4 weeks 12/).

Cabs. By distance: 1 or 2 pers. 1/4 per m., then 8*d.* per ½ m.; with 2 horses 2/ per m.; each additional pers. 8*d.* By time: 1–3 pers. 2/6 per hr., with 2 horses 3/ per hr. Double fares between midnight and 6 a.m. — TAXICABS 1/ per mile, each additional ½ mile 6*d.*; waiting 3*d.* — Each piece of luggage carried outside, 2*d.*

Tramways (1*d.*–6*d.*), starting at the Guildhall (Pl. D 6) or at the G.W.R. Station (Pl. F 6), run at frequent intervals to the tops of the Downs and to neighbouring villages such as *Batheaston*, *Bathford*, *Tiverton*, *Weston*, and *Newton St. Loe*.

Motor Omnibuses. From the Guildhall (Pl. D 6) to *Lansdown Golf Club* (6*d.*) and *Lansdown Battlefields* (8*d.*); to *Sham Castle* and *Bathwick Hill* (3*d.*); also in summer several times weekly to *Midford* (p. 148), *Norton St. Philip* (p. 148), and *Frome* (p. 120), to *Radstock* (p. 148) and *Midsomer Norton* (p. 148), and to *Devizes* (p. 119; 2/). In normal times motors run regularly to *Bristol*, to *Laeock* and *Chippenham*, and to *Bradford-on-Avon*, *Trowbridge*, and *Frome*. — EXCURSION CARS (1/–8/6) to *Longleat* and *Shearwater*, *Stonehenge*, *Cheddar*, *Clevedon*, etc.

Music. The Pump Room Orchestra plays daily at 3 p.m. from Sept. to May in the Roman Promenade (6*d.* and 1/); symphony concerts on Thurs. at 3 p.m. and popular concerts on Thurs. at 8 p.m. and Sat. at 3 and 8 p.m. The small orchestra plays in the Pump Room during the morning drinking hour from Sept. to May. During the summer season the municipal band plays in the Institution Gardens, the Sydney Gardens, and the Royal Victoria Park (varying days and hours; usual adm. 1*d.*, chair 1*d.* or 2*d.*).

Theatres. *Theatre Royal*, *Palace Theatre of Varieties*, both in Saw Close (Pl. D 5).

Bathing Establishments (open 8–6, Sun. 8–9.30 a.m.; shown to visitors 1–3). *Queen's Baths*, Stall St., communicating with the Pump Room, luxuriously equipped; *New Royal Baths*, Stall St., next the Pump Room Hotel, including a tepid swimming bath (84°; adults 1/, children 6*d.*; reserved for ladies on Mon. & Fri.), *Old Royal* or *Hetling Baths*, Bath St., with a tepid swimming bath (men only; 9*d.* or 6*d.*) and the old free 'Hot Bath' (120°). Baths should be engaged in advance and tickets obtained at the office adjoining the Pump Room. The charges vary from 1/6 to 10/ per treatment; in the second-class baths from 1/ to 2/6. — Glass of mineral water, 3*d.* — The *Cross Bath*, Bath St., now used only by boys and girls (1*d.*, with towel 2*d.*), was the fashionable bath in the 17th century. — *Royal Mineral Water Hospital*, Borough Walls, for the poor; *Royal United Hospital*, Beau St., for local patients.

History. According to the legend, Bath was founded by the British swineherd-prince Bladud (father of King Lear), expelled from court as a leper, who, imitating his leprous swine, regained health by rolling in the warm mud where the mineral waters stagnated. More probably the first discoverers were the Romans, who about 44 A.D. here established an elaborate system of baths, the remains of which are the most important Roman relics in Britain. The name of the Roman settlement was *Aquæ Solis* or *Sulis*, the latter form being generally associated with Sul, a somewhat mythical local deity sometimes identified with Minerva. By the Saxons, who captured Bath in 577, it was known at first as *Akemanceaster* and later as *Aet Bathum*. About 1090 the

bishops' see established at Wells was transferred to Bath by Bp. John de Villula, but about 1206 it was restored to Wells, though the bishops are still known as Bishops of Bath and Wells (comp. p. 151). In the middle ages Bath was a centre of the cloth-trade, and Chaucer describes his 'Wife of Bath' as surpassing "them of Ypres and of Ghent." The zenith of Bath's prosperity as a fashionable watering-place coincides with the 18th cent., during which it was visited by almost everyone of account in literature, politics, or society (see below). In the same century a new city was designed and built by the architects, the two John Woods, father and son (d. 1754 and 1782), supported by Ralph Allen (1694–1764), the wealthy Mæcenas of Prior Park (p. 148) and the original of Squire Allworthy in Fielding's 'Tom Jones,' who exploited the rich quarries of Bath stone. Beau Nash (1674–1762), appointed Master of Ceremonies in 1704, introduced order and method into the gaieties and social life of the place, of which pictures have been drawn for us by innumerable authors—Smollett, Sheridan, Fanny Burney, Jane Austen, Thackeray, and (as regards a later period) Dickens. Nor should Christopher Anstey's amusing satire 'The New Bath Guide' (1766) be forgotten. With the rising vogue of the Continental spas after the Napoleonic wars Bath's star declined, just as the closing of the Continent by the War of 1914–18 has restored much of its former importance.

Many houses associated with illustrious names of the past are marked by mural tablets (complete list by J. F. Meehan, 6*d*., and historic map by T. S. Cotterell, 1/). At the Garrick's Head (now a storehouse), next to the theatre in Saw Close (Pl. D 5), lived *Beau Nash* in 1705–61. *General Wolfe* left 5 Trim St. (Pl. D 5) in 1759 in order to take command of the forces against Quebec. At Londonderry House in Kingsmead Square (Pl. D, E 5) *Bp. Butler* died in 1752. No. 41 Gay St. (Pl. C 4, 5) was the residence of *Fanny Burney*, who is buried in Walcot Cemetery (Pl. A, B 6); at No. 8 lived *Mrs. Piozzi*. In the Circus (Pl. C 4, 5): at Nos. 7 and 8, in 1755–63, *Wm. Pitt*, Earl of Chatham, who represented Bath in Parliament; at No. 3, *David Livingstone*; at No. 14, *Lord Clive*, broken in health, in 1774; at No. 22, *Major André*, hanged as a spy by Washington; at No. 24, *Thos. Gainsborough*, who here won his early fame. At 35 St. James's Square (Pl. A 3) Dickens, Forster, and Maclise were the guests of *Walter Savage Landor* in 1840. *Wm. Beckford* (comp. pp. 124, 148) lived at 20 Lansdown Crescent (beyond Pl. A 4) in 1822–44. At 19 New King St. (Pl. D 3, 4) the planet Uranus was discovered in 1781 by *Sir Wm. Herschel*, then organist of the Octagon (a fashionable proprietary chapel; now a shop in Milsom St.). No. 11 North Parade (Pl. E 6, 7) was the residence of *Edmund Burke*, and *Oliver Goldsmith* stayed here in 1771. To No. 2 Pierrepont St. (Pl. E 6) came *Nelson* in 1780 after the expedition to Central America. At 15 Johnstone St. (Pl. D 7) lived *Wm. Pitt* the younger, in 1802. At 6 South Parade (Pl. E 6, 7) *Sir Walter Scott* lived in early youth with his uncle (1777). *Jane Austen* lived at 4 Sydney Place (Pl. B, C 8) in 1801–5. *Dr. Johnson* and *Boswell* put up in 1776 at the 'Three Cups' in Walcot St. (Pl. C 6).

Bath has given its name to bath-chairs, Bath stone (p. 135), Bath bricks (p. 158), Bath chaps, Bath buns, and Bath Oliver biscuits.

The chief edifices of Bath (the baths, the abbey, and the municipal buildings) all stand near each other, a short distance N. of the G.W.R. Station and E. of the M.R. Station.

The **Grand Pump Room** (Pl. D 5, 6; open 8–6, Sun. 12.15–1.30; adm. 2*d*.), rebuilt in the classic style by Palmer in 1796, bears on its architrave the Pindaric motto ΑΡΙΣΤΟΝ ΜΕΝ ΥΔΩΡ ('water best of elements'). The handsome interior, a favourite lounge of visitors, contains a fountain supplying mineral water for drinking, and at the end of the room is a statue of Beau Nash flanked by the famous Tompion clock mentioned in 'Pickwick.' In the annexe are cases of relics discovered during the excavations (p. 146), including a fine series of intaglios and a small leaden Saxon cross which belonged to the queen of Edward the Elder. One of the windows commands a view of the *King's Bath*, open to the

sky, preserved in its 18th cent. condition, with the spring rising in the centre.

The MINERAL SPRINGS, four in number, to which Bath owes its name and its prosperity, are the only really hot springs in Britain and yield over half-a-million gallons per day, at a temperature of 120° Fahr. They are available for patients at the various Bathing Establishments (p. 144) belonging to the Corporation, which are fitted up with every comfort and even luxury as well as with every scientific requirement. The waters contain lime, various carbonates, sulphates, and chlorides, and, most potent element of all, a large percentage of radium and its emanation, niton. Used both for bathing and drinking, they are found beneficial in all forms of rheumatism and gout, sciatica and lumbago, disorders of the nervous system and digestive organs, tropical and skin diseases, anæmia, and for restoring movement and muscular tone after wounds and injuries.

Adjoining the Pump Room is the modern building containing the ***Roman Baths** (Pl. E 6; open 8–6, adm. 6*d.*, catalogue 6*d.*). The corridor on the street level, flanked by a handsome concert-hall, reading, and drawing rooms, and passing the descent to the baths, leads to the *Roman Promenade*, an open gallery overlooking the great Roman bath and embellished with modern busts of famous Romans. The Roman baths, used from the 1st to the 4th cent., are believed to have once covered an area of 6–7 acres. These thermæ were rediscovered in 1755, but the most important excavations have been made since 1878.

We descend a staircase to the great rectangular bath, which once occupied a pillared hall 110 ft. by 68 ft., its water surface measuring 82 ft. by 40 ft. It is now 20 ft. below the street level and open to the sky. The bath is in a remarkable state of preservation, with the original pavements, exedræ or recesses, and flooring of lead from the Mendips (weighing 40 lb. per ft.), and the ruins of twelve great piers that once supported the roof. Other Roman remains include a large circular bath, some smaller baths and hypocausts, a large culvert used for carrying off the waste water from the baths, a huge octagonal well, and the only dipping well for drinkers ever found in a Roman bath. Distributed around are many architectonic relics, including the pediment of a temple of Sul-Minerva (p. 144), the only example found N. of the Alps.

The **Abbey Church** (Pl. D 6), which is situated in a paved square, is a cruciform building in a late and not wholly satisfactory Perp. style. The W. front has a magnificent window of seven lights, flanked by turrets on which are carved ladders with angels ascending and descending, commemorating a vision that led Bp. King to build the church. The central tower (162 ft. high), which is oblong in plan, and the flying buttresses may be noted also. The church is open daily, 9.30–5. Services on week-days at 10 & 4, on Sun. at 11, 4, & 6.30.

HISTORY. A nunnery founded at Bath in 676 was converted into a Benedictine monastery by King Edgar, crowned there in 973. John de Villula (p. 145) rebuilt the church on a vast scale (1107), but his Norman structure fell into ruin after the bishopric was restored to Wells, and on its site the much smaller present church was begun in 1500 by Bp. Oliver King. The dissolution of the monasteries in 1539 delayed its completion, and it was not consecrated until 1616, so that it may be regarded as the last of the great English pre-Reformation churches. Extensive restorations were carried out in 1864–73 by Sir Gilbert Scott.

Interior. The spacious church is remarkable for the size and number of its windows, which have earned for it the title of 'Lantern of the West.' The stained glass is modern.

There is no triforium and the clerestory windows are unusually high. The rich fan-tracery roof, originally confincd to the choir, was extended by Scott over the nave. At the S.E. angle of the choir is the small chantry of Prior Bird, begun in 1515 but completed only in recent years; it is notable for its exquisite stone carving. The interior of the church is sadly crowded with tasteless monuments ("Messieurs, vous voyez très bien ici Que ces eaux ne sont pas d'eaux de vie"). N. side of the nave: altar-tomb of Bishop Montagu (d. 1618); Thomas Robert Malthus (d. 1834), political economist (in the porch). S. side of the nave: Hon. Wm. Bingham (d. 1804), American senator, by Flaxman; Beau Nash (p. 145), a plain marble tablet. S. transept: Lady Waller, wife of the Parliamentary general. N. choir-aisle: James Quin (d. 1766), with an inscription by Garrick. S. choir-aisle: Dr. Sibthorp (d. 1796), botanist, by Flaxman; Mary Frampton (d. 1676), with epitaph by Dryden; Wm. Hoare (d. 1792), portrait-painter, by Chantrey.

In Terracc Walks, just to the S. of Orange Grove, the open space E. of the Abbey, is the *Royal Literary & Scientific Institution* (Pl. E 6), which was built in 1824 on the site of the Old Assembly Rooms, the scene of Beau Nash's glory. It contains a subscription library and reading room, and a *Museum* (adm. 3*d.*, free on Tues.) with Roman antiquities and geological and natural history collections. The museum and the pleasant *Institution Gardens* (adm. 3*d.*) are both entered from North Parade, at the W. end of which (backing on York St.) is *Ralph Allen's Town House* (visitors admitted), built by the elder Wood (1727), with good E. façade.

High Street leads N. from the Abbey to Bridge St., passing the Municipal Buildings (Pl. D 6), the nucleus of which is the *Guildhall*, built by Baldwin in 1768–75 and containing some interesting portraits. The wings contain (S.) the *Municipal Offices* and (N.) the *Technical Schools*, adjoined by the *Victoria Art Gallery* (open free 11–4, on Sun. 2.30–4, on Wed. & Sat. also 6.30–8.30), with views of Old Bath, a good show of Bohemian glass, and loan exhibitions. The *Public Reference Library* (9–9), in the same building, includes the Bath Abbey Library of Bp. Lake (1619) and a unique collection of books, prints, etc., relating to Bath.

From Bridge St. *Pulteney Bridge* (Pl. D 6), flanked with shops, crosses the Avon to Laura Place, in which stands the *Argyle Chapel*, of which William Jay was pastor from 1791 to 1853. Pulteney Street leads hence N.E. to the **Holburne Art Museum** (Pl. C 8; open free 11–1 & 2–4; closed on Wed. & Sun.), a charming building in the Adam style (once occupied by Sydney College).

The collections, formed by Sir Thos. Holburne (d. 1874) and bequeathed to the town by his sister in 1882, include paintings and miniatures, Wedgwood ware and Oriental and European china, gold and silver plate ('potato' rings; Apostle and seal-top spoons; two candelabra doubtfully ascribed to Cellini), a small library of rare books, and miscellaneous antiquities.

Behind the museum lie the shady *Sydney Gardens* (adm. 1*d.*), laid out in 1795 and formerly the 'Vauxhall' of Bath.

In the N.W. residential quarter we find the 18th cent. Bath, with its characteristic architecture, practically unaltered. From *Milsom Street* (Pl. C, D 5), the chief shopping centre, Quiet St. leads to *Queen Square*, *Gay Street*, and the *Circus (Pl. C 4, 5), all the work of the elder Wood. The ingenious planning of the Circus, with a true crescent facing each of its three openings, should be noted. Close by (E.), in Bennett St., are the *Assembly Rooms* (Pl. B 5), built by the younger Wood (1769–71), and to the W. is that architect's chef d'œuvre (1769), the monumental *Royal Crescent (Pl. B 3), the segment of an ellipse over 600 ft. in length. Thence we may make our way N. to the high-lying *Lansdown Crescent* (beyond Pl. A 4) and *Camden Crescent* (beyond Pl. A 5), both commanding fine views of the city. — Of the very numerous parks and gardens of Bath the largest is the charming *Victoria Park* (Pl. B 1, 2; nearly 50 acres), with a botanic garden.

Environs (motor-omnibuses and tramways, see p. 144). The best near view of the city is obtained from **Beechen Cliff* (beyond Pl. G 5, 6), a finely wooded escarpment on the S., 390 ft. above the river, reached either viâ Holloway (Pl. G 4, 5) or by the steps ascending from Lyncombe Hill (Pl. G 7; bridge-toll ½*d.*). — To the N.W. of Bath rises *Lansdown* (813 ft.), in the (2 m.) cemetery on which rises *Beckford's Tower*, a classical structure 130 ft. high, commanding one of the finest prospects in the West Country (adm. 3*d.*). Adjacent is the tomb of the eccentric millionaire (d. 1844). About 2½ m. N. was fought the battle of Lansdown, in which Sir Bevil Grenville (monument) defeated Waller in 1643, but was himself killed (comp. p. 194). From **Prospect Stile*, 2 m. W. of the tower and situated on a well-defined Roman road, both Bath and Bristol are visible. — Another favourite view-point is *Sham Castle*, on Bathwick Hill, 1 m. E., an artificial ruin built in 1760 by Ralph Allen. Behind rises *Hampton Down* (672 ft.), with traces of the Wansdyke (p. 119) and of a British camp. — About 2 m. S. of Bath is **Prior Park*, the magnificent Palladian masterpiece of the elder Wood, built in 1743 for Ralph Allen (p. 145), who here entertained Pope, Fielding, and other distinguished men. The mansion, impaired by fire and alterations, is now an industrial school. Allen's son-in-law and successor was Bp. Warburton, who erected the memorial tower close by. We may continue to the top of *Combe Down* (550 ft.; view) and return by 'Pope's Walk' and the ivy-clad *Widcombe Church*, close to which is the house in which Fielding wrote part of 'Tom Jones' (1749). — Other walks may be taken viâ *Bathford* to the astronomical tower known as 'Brown's Folly' on the top of *Kingsdown* (620 ft.), or viâ *Batheaston* to (4½ m. N.E.) *St. Catherine's*, with a 16th cent. grange and church. — Excursions may be made also to *Bradford-on-Avon* (p. 117) and other points named under 'Motor Omnibuses' on p. 144.

From Bath to Wells the most direct route is by road (20 m.). Of the railway routes (all round about and involving changes) the chief are those from the Midland Station viâ *Evercreech Junction* (p. 149) and *Glastonbury* (42¼ m. in 1½–2¼ hrs.) and from the G.W.R. station viâ *Bristol* and *Yatton* (see Rte. 21: 41¼ m. in 2–2¾ hrs.). Or we may take the Bournemouth line (see below) either to (18¾ m.) *Masbury* and walk thence (4 m.), or to (21¾ m.) *Shepton Mallet* and change there for the G.W. line to Wells.

From Bath to Bournemouth viâ Templecombe, 71¼ m., Somerset & Dorset Ry. from the Midland Station, in 2¼–5¼ hrs. (11/9, 5/11½). This attractive line is a continuation of the M.R. route (through-carriages) from Leeds, Birmingham, etc., viâ Mangotsfield (p. 142). — 4¼ m. *Midford*; 6¾ m. *Wellow*, situated 3 m. N.W. of *Norton St. Philip*, a quaint little town, claiming to have "the oldest licensed house in England" (George Inn, 15th cent.). 10¾ m. *Radstock*, the centre of the Somerset coalfield, has another station on the line from Frome to Bristol (p. 120). The line now ascends the Mendip Hills, viâ (12¼ m.) *Midsomer Norton*, a colliery-town, and (14¼ m.) *Chilcompton*, near which is the modern Benedictine priory of *Downside*, to (18¾ m.) *Masbury* (800 ft.), whence an omnibus plies every afternoon to Wells (4 m.: p. 150). On a height to

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the right appears *Masbury Castle*, a British camp 6 acres in area. — We descend, with fine views on the right, to (21¾ m.) **Shepton Mallet** (*Hare & Hounds*), an industrial town (5011 inhab.) with a market cross of 1500 and a fine panelled oak roof in the church. The G.W. station (Town Street) for Wells (see p. 154) is ¾ m. from the S. & D. station (Charlton Road). — 25 m. *Evercreech*. — At (26½ m.) **Evercreech Junction** carriages are changed for Glastonbury, Wells, Bridgwater, and Burnham (see p. 158). Omnibus daily to (3 m. S.) Castle Cary (p. 121). — From (29¼ m.) *Cole*, 1¼ m. S.W. of Bruton (p. 120; omn.), a visit may be paid to the mansion and park of *Stourhead* (p. 120). — 33½ m. *Wincanton* (Greyhound; Bear, pens. from 10/6), a little town (1976 inhab.) at the head of the broad *Vale of Blackmore*, the rich pasture-lands of which the railway traverses as far as Wimborne. About 3½ m. N.E., at *Penselwood*, are thousands of curious rude excavations, known as *Pen Pits*, made to obtain grindstones. About 2 m. W. of Penselwood (or 3 m. direct from Wincanton) are the 15th cent. remains of the Augustinian *Stavordale Priory*, now incorporated in a private residence. — 35¼ m. **Templecombe Junction** (*Rfmts.*), see p. 125. — Beyond (38¾ m.) *Henstridge* we enter *Dorset* (p. 99). 40¼ m. *Stalbridge*, with a tall market-cross; 44½ m. *Sturminster Newton*. — 52¾ m. **Blandford** (*Crown*), a market-town (3477 inhab.) was the birthplace of Alfred Stevens, the sculptor (1818–75). *Hod Hill*, 3 m. N.W., is an important example of a prehistoric 'summit-fort' (p. xviii). About 7 m. S.W. is *Milton Abbas*, a 'model village' dating from about 1786, when the old village was removed from beside Milton Abbey, an imposing mansion built for the first Earl of Dorchester by Sir Wm. Chambers on the site of an ancient Benedictine monastery. The stately Monks' Refectory (1498; roof and fine screen of Irish oak) is incorporated in the house. Close by is the noble *Abbey Church (14–15th cent.), consisting of Dec. choir and transepts with a richly pinnacled Perp. tower (101 ft. high). Within are a rich altar-screen of 1492, a wooden tabernacle for the reservation of the Eucharist (S. aisle), and two ancient paintings referred to the reign of Edward IV (below the organ gallery). The church and grounds are open on Thurs., on application at the estate-office. — At *Farnham*, 8 m. N.E. of Blandford, is the interesting museum (closed temporarily) of prehistoric antiquities from the adjacent British villages of *Rotherley* and *Woodcuts*. The museum was established by the late Gen. Pitt-Rivers (d. 1900), who lived at *Rushmore Lodge* (2 m. farther on), with picturesque grounds open to the public (adm. 6*d*.) and 'King John's House' (13th & 16th cent.). — The fast trains proceed direct to (63¾ m.) *Broadstone Junction* (p. 97), the others make a detour viâ (64 m.) *Wimborne* (p. 97). — 67 m. *Poole* (p. 100), junction for Weymouth. Thence to (71½ m.) *Bournemouth West*, see p. 99.

From Bath to *London* and to *Bristol*, see Rte. 19; to *Salisbury* viâ Westbury, see p. 117; to *Gloucester*, *Cheltenham*, *Worcester*, and *Birmingham* viâ Mangotsfield, see p. 142.

21. FROM BRISTOL TO CHEDDAR, WELLS, AND GLASTONBURY.

From Bristol (Temple Meads Station) to (29½ m.) *Wells* (Tucker St. Station), G.W.R. in 1¼–1½ hr. (5/, 2/5½). From Wells (Priory Road Station, ¼ m. from Tucker St.) to (5½ m.) *Glastonbury*, Somerset & Dorset Railway in c. ¼ hr. (1/, 5½*d*.).

Motor Route to Exeter viâ Chennar and Wells, 90 m. Leaving Bristol viâ Bedminster we follow the Bridgwater (Exeter) road to (15 m.) *Sidcot*. At a fork on a descent, about 1 m. farther on, we bear to the left. — 2 m. *Axbridge* (p. 150). — 2 m. *Cheddar* (p. 150). Theuce we ascend the imposing gorge and proceed viâ *Priddy* to (12 m.) **Wells** (p. 150). — 6 m. **Glastonbury** (p. 154). — 2 m. *Street*. — 2 m. *Piper's Inn*. Thence viâ *Greinton* and *Othery* to (12 m.) *Durston* (p. 158). — 5 m. **Taunton** (p. 158). — 7 m. *Wellington* (p. 123). — 12 m. *Cullompton* (p. 124). — 13 m. Exeter (p. 127).

By the direct route viâ (33 m.) *Bridgwater* (p. 157) and (11 m.) *Taunton* (see above), Exeter is 76 m. from Bristol. Glastonbury is 15 m. from Bridgwater.

From Bristol to (12 m.) *Yatton*, see p. 156. Carriages are

usually changed here for the Cheddar Valley line, which skirts the abrupt S.W. face of the Mendip Hills (see below). — 13½ m. *Congresbury* (pron. 'Coomsbury'; Ship & Castle), where the Wrington and Blagdon line (p. 157) diverges, has a vicarage built in 1445 and an E.E. church with a fine stone spire. At *Banwell*, 1½ m. W. of (16½ m.) *Sandford & Banwell*, is a fine Perp. *Church; and there are good churches also at (17¾ m.) *Winscombe* and at (20 m.) *Axbridge* (Lamb), the centre of a strawberry-growing district.

21¾ m. **Cheddar** (*Rfmts.*; *Cheddar Cliff Hotel*, near the caves, with pleasant garden; *Bath Arms*; *Valley Hotel*; *Lewis's*, private, pens. from 7/6), a considerable village, is situated at the foot of the famous *CHEDDAR GORGE, a narrow, winding pass, 1 m. long, through which a steep road ascends between perpendicular limestone cliffs (at one point 430 ft. high), presenting wild and striking rock-scenery perhaps unsurpassed in England. The cliffs are perforated with remarkable stalactite caves, the chief of which are *Cox's Cavern* (adm. 1/, children 6'.) and the larger *Gough's Cavern* (same charge).

The MENDIP HILLS, a limestone chain about 25 m. long, running from N.W. to S.E., with many caves and 'swallet holes' and with numerous traces of Roman lead-mines, culminate in *Blackdown* (1068 ft.), 3 m. N. of Cheddar. At *Charterhouse-on-Mendip*, on its slope, are the remains of a Roman amphitheatre. — *Wedmore*, 4 m. S. of Cheddar, has given its name to the peace concluded in 879 between King Alfred and Guthrum the Dane after the battle of Ethandune (perhaps Edington in Wilts, p. 119).

28½ m. *Wookey*, ¾ m. N. of which is *Wookey Hole Cavern* (adm. 1/; 500 ft. long), said to be the oldest known bone-cavern in Great Britain, whence the river Axe gushes forth, recalling the stream at Vaucluse.

29½ m. **WELLS** (*Swan*; *Mitre*, a private hotel; *Star*; lodgings in summer in Vicars' Close), a quiet and beautiful cathedral city and market-town (4655 inhab.), is finely situated at the foot of the Mendip Hills. At no time of any military, political, or commercial importance, Wells is wholly ecclesiastical in its origin and development, still remaining almost as it was in the middle ages. The best views of the city and cathedral are obtained from Milton Hill, or from Tor Hill on the road to Shepton Mallet.

From the railway station we make our way to the market-place, with the cathedral towers as our guide. Thence the *Bishop's Eye* leads to the palace (p. 154) and *Penniless Porch* (where alms were formerly distributed) to the cathedral close, rivalled in its calm beauty only by that at Salisbury. This, however, is better entered by *Browne's Gate*, or the *Dean's Eye*, in Sadler St., where the astonishing façade of the cathedral suddenly bursts on our view. All these gates, like the Chain Gate (p. 152), were built by Bp. Beckington (1443–65).

The **Cathedral, one of the smaller but certainly one of the most beautiful of English cathedrals, is complete in all its parts and is "the best example to be found in the whole world of a secular church, with its subordinate buildings"

(Freeman). "There was a loveliness in it," writes Mr. W. D. Howells, "for which there was no word but feminine." The church is open daily, 9–5.30 (Oct.–Feb. 10–4); adm. to choir 6*d*. Services on week-days at 10 & 3 (4 in winter); on Sun. at 8, 11, & 3. Dimensions, see p. xlix.

HISTORY. Tradition says that a church of St. Andrew was founded by King Ine in 704 near the springs which have given the city its name. In 909 Wells became the seat of the new bishopric of Somerset, but John de Villula, the 16th bishop (1088–1122), transferred the see to the walled town of Bath (comp. p. 145). Under Bp. Savary (1192–1205) the title of the see was 'Bath and Glastonbury.' Bp. Jocelin (1206–42) returned to Wells and in 1219 surrendered the claim to Glastonbury, retaining the title 'Bath.' His successors ever since 1244 have been bishops of 'Bath and Wells,' and the monks of Bath and the canons of Wells had equal voices in the election of the bishops until the suppression of the Abbey of Bath in 1539.

The present cathedral was begun under Bishop Reginald de Bohun or Fitzjoceline (1174–91) about 1186. The three W. bays of the choir, the transepts, and the E. bays of the nave were probably finished soon after 1200. The N. porch was built by Bp. Jocelin (see above), who also completed the nave and erected the famous W. front, the church being consecrated in 1239. To the Decorated style belong the chapter-house (1293–1319), with its staircase and earlier undercroft (1286), and the central tower, raised to its present height in 1321. The present 'Lady Chapel behind the high altar' (as it was called to distinguish it from an earlier 'Lady Chapel next the cloister'), the three E. bays of the choir, and the retro-choir were rebuilt under Dean Godelee and completed about 1325. The Perp. W. towers were built from the legacies of Bp. Harewell (d. 1386; S.W. tower) and Bp. Bubwith (d. 1424; N.W. tower). The cathedral has suffered from Puritan vandalism, damage done by Monmouth's rebels in 1685 (comp. *Sir A. Conan Doyle's* 'Micah Clarke'), and the restorations of Ferrey (1842) and Salvin (1848–54).

Exterior. The **WEST FAÇADE, challenging comparison with Rheims and Chartres, is the finest existing example of pure E.E. work. The W. towers, Perp. in their upper parts, are not in continuation of the aisles but stand beyond them, thus providing a wide façade (147 ft.) as a vast screen or reredos for the display of statuary. The three W. portals were meant to be subsidiary, the main entrance being by the S. transept or the N. porch. The front is divided vertically by six buttresses, at the angles of which are slender shafts of Kilkenny marble, Ferrey's poor substitute for the original shafts of blue lias. The minor sculptural details, however, and the superb ***Statuary*, carried in six tiers across the whole of the façade and round the sides of the W. towers, are far and away the finest collection of mediæval sculpture in England, and are the creations of a good local school of craftsmen. These beautiful figures, over 300 in all (originally over 400), 152 of which are either lifesize or larger, present an epitome of sacred and profane history, with ecclesiastics on the S. half, temporal powers on the N. half. Traces of the original polychrome colouring are still visible. The identification of the figures is in many cases very doubtful. In the tympanum of the main portal are the seated Virgin and Child; in the niche above, the Coronation of the Virgin. In the gable are the nine orders of angels, the twelve apostles, and the Saviour (highest of all; figure mutilated).

On the N. side of the nave we note the Trans. Norman walls with their elegant Dec. parapet (c. 1326) and Perp. window-

tracery. The **North Porch*, unspoilt by restoration, was built c. 1213 by Bp. Jocelin. The exquisite carving of the Martyrdom of St. Edmund (on the capitals of the E. side) and the other details, of a most delicate and refined workmanship, merit careful examination. On the N. transept, which is similar in style, is the dial of the 14th cent. clock (see below), with two figures in armour striking the quarters with their battle-axes. We now pass under the *Chain Gate*, an elegant Perp. bridge built by Bp. Beckington (1443–65) to connect the chapter-house with the Vicars' Close. From the wells beyond the gate we obtain a good view of the finest E. end in England, with the Dec. central tower, octagonal chapter-house (fine gargoyles), and pentagonal Lady Chapel standing clear of the choir.

Interior. As we enter from the W. end our eye is at once attracted to the remarkable inverted arch beneath the tower (see below), which, together with the organ, greatly obstructs the view of the choir. Over this arch once stood the Rood (the socket remains), which is to be replaced. The Transitional architecture of the NAVE, lighter and richer than Norman, more massive and severe than E.E., makes it look higher than it is (67 ft.), and the unbroken row of lancets in the triforium greatly increases its apparent length. The chief decorations are the elaborate *Capitals, the carvings in the tympana of the lancets, and the medallions in the triforium. On the S. side, in the clerestory, are an early Perp. music-gallery, and carved brackets for another. On the N. side is the hexagonal Perp. *Chantry of Bp. Bubwith* (d. 1424), and opposite is that of *Hugh Sugar* (d. 1489). In the W. window the side-lights contain remains of Bp. Creighton's glass (17th cent.), and the centre light has French glass inserted in 1810. — The TRANSEPTS, with E. and W. aisles, are somewhat earlier in date than the nave, but some at least of the *Capitals may have been finished later; several on the W. side are said to refer to the cures of toothache for which the tomb of Bp. William Bytton II (p. 153) became famous. In the E. aisle of the S. transept are the *Chapel of St. Calixtus* (Pl. E), containing the canopy of Beckington's tomb and the *Monument of Thomas Boleyn (d. after 1460), with unique representations of mediæval choir vestments and an alabaster *Panel of the Annunciation, and the *Chapel of St. Martin* (Pl. F), with the tomb of William Biconyll, chancellor in 1454. By the S. wall of the transept are the brass of Viscountess Lisle (d. 1464; Pl. 4) and the tomb of Bp. William de Marchia (d. 1302; Pl. 3). The position of the font (Jacobean cover) is unusual. — The space beneath the tower, which is E.E. with fan-tracery vaulting, is bounded on three sides by the remarkable inverted arches in the form of a St. Andrew's Cross that were inserted c. 1338 in order to support the weight of the central tower. On the fourth side is the screen (14th cent.), altered by Salvin in order to carry the organ. In the N. transept is the famous clock constructed probably in the 14th cent. (original works in the Science Museum at S.

Kensington). The E. aisle of the N. transept (reached through the choir-aisle) is divided into the *Chapel of Corpus Christi*, with the tomb of Bp. Still (d. 1607; Pl. 32), and the *Chapel of the Holy Cross*, with the tombs of Bp. Kidder (d. 1703; Pl. 33) and Thomas Cornish, suffragan bishop (d. 1513).

Of the CHOIR the first three bays (Transitional, end of the 12th cent.) formed the original presbytery, the ritual choir occupying the space beneath the tower and the first bays of the nave. The E. portion of the choir is in a rich Dec. style (Geometrical). The triforium is masked by tabernacle work. The stone vaulting is lierned, in the style of the wooden roofs common in Somerset churches. Behind the altar is a low modern screen, over which a charming *Vista is obtained of the retro-choir and Lady Chapel ("a glimpse of fairyland"). The E. end of the choir is formed by three arches surmounted by the E. window, of unusual design, which, like the adjoining window on either side, is filled with old glass (c. 1330; Tree of Jesse). The choir fittings are early Victorian, with the exception of the 64 *Misericords. In the S. choir aisle are the tombs of Bp. Wm Bytton II (d. 1274; Pl. 10; see p. 152), with the oldest incised slab in England, and Bp. Beckington (d. 1465; Pl. 13), with an exquisite iron screen and a 'memento mori.' The 4th window in the N. aisle commemorates Bp. Ken (d. 1711), who held the see from 1685 to 1690. The effigies of the earlier bishops in the choir-aisles were probably set up early in the 13th cent. with the view of vindicating the priority of the see of Wells over that of Bath. — The *RETRO-CHOIR or 'procession path' behind the high-altar is Dec. throughout (before 1325). Note the ingenious manner in which it unites the Lady Chapel with the presbytery, by four supporting pillars within the line of the choir-piers. — The *LADY CHAPEL, a pentagonal apse in the Dec. style, was completed before 1326. The vaulted work connecting it with the retro-choir is especially remarkable. The large windows, with geometrical tracery, are filled with fragments of old stained glass (c. 1330), superb in colouring. — We now pass the *Chapel of St. John the Baptist* (Pl. C), or N.E. transept, containing a sculpture of the Ascension and the monuments of Bp. Creighton (d. 1672; Pl. 24), Chancellor Milton (d. 1337), and Bp. Berkeley (d. 1581; Pl. 26; curious inscription). In the N. choir aisle is the fine alabaster effigy of Bp. Ralph of Shrewsbury (d. 1363; Pl. 28). From this aisle a passage leads to the late E.E. UNDERCROFT of the chapter-house, formerly used as the treasury. — An exquisite early-Dec. staircase leads from the E. aisle of the N. transept (see above) to the *CHAPTER HOUSE, which is in the full Dec. style, the finest of its date in England. The double-arched doorways, the old glass in the upper lights of the beautiful windows, the corbels of the vaulting, and the carved heads on the springs of the arcade formed by the 51 stalls should be noticed. The staircase goes on to the Chain Gate (p. 152).

From the S. transept of the cathedral a staircase ascends the CENTRAL TOWER (182 ft.; fine view). — Another doorway leads to the CHAPTER

Library, built over the E. walk of the cloisters in 1425. It contains 3000 vols. (Aldine Aristotle, annotated by Erasmus; 14th cent. MS.), the wooden canopy of the pyx (13th cent.), and a crosier with 13th cent. Limoges work. — From the S.W. corner of the transept we enter the three-sided Cloisters (mostly Perp.). The E. walk was formerly adjoined by a famous Perp. Lady Chapel (p. 151), destroyed in 1552. The walls are lined with tablets removed from the cathedral, including one to Thos. Linley and his daughters (W. side). Over the W. walk is the *Wells High School for Girls*, in the old quarters of the Chapter Grammar School (which occupies new buildings in the N. Liberty), and the small *Cathedral Museum* (daily, 2–4). The central space is known as the 'Palm Churchyard,' a corruption of 'Pardon Churchyard.'

From the S.E. corner of the cloisters we proceed to the ***Bishop's Palace** (grounds open on week-days, 2–5), built by Bp. Jocelin (p. 151), with walls and moat constructed by Bp. Ralph of Shrewsbury (1329–63). It was 'restored' by Ferrey in 1846. Beyond the 14th cent. gatehouse are the ruins of the magnificent *Great Hall*, built by Bp. Burnell (1274–92) and dismantled in the time of Bp. Barlow (1549–54). The *Chapel* (Bp. Burnell) is a beautiful example of Dec. work. In the lovely gardens of the palace is the 15th cent. well-house, and a little to the S.W. is the long, buttressed *Bishop's Barn*, a perfect specimen of the early 15th century.

On the N. side of the Cathedral Green is the **Deanery*, partly rebuilt by Dean Gunthorpe in 1472–98. Adjoining it on the E. is the *Archdeaconry*, dating from c. 1280 but entirely modernized; the hall, now used as the library of the theological college, has a 15th cent. timber roof. The *Prebendal House*, at the N.E. corner of the cathedral, now occupied by the principal of the college, is a 15th cent. house with a beautiful porch.

On the N. side of the cathedral, and connected with it by the bridge over the Chain Gate (p. 152), lies the unique ***Vicars' Close**, built by Bp. Ralph (c. 1348) and his successors for the College of Vicars Choral, the deputies of the canons. It consists of two long rows of 21 houses, each with two rooms and a little garden in front. At the entrance is a much-copied oriel window and the common dining-hall, with a pulpit and an interesting painting. At the farther end of the close is the tiny chapel, containing fragments of 13th cent. sculpture and sgraffito paintings by Heywood Sumner. The close is now largely occupied by theological students.

St. Cuthbert's Church, near the G.W. station, has a very fine Perp. tower of the Somerset type, second only to that at Wrington (p. 157). Close by is *Bp. Bubwith's Almshouse*, built in 1424. In the market-place are the ugly *Town Hall* (1779) and the curious old *Crown Inn*.

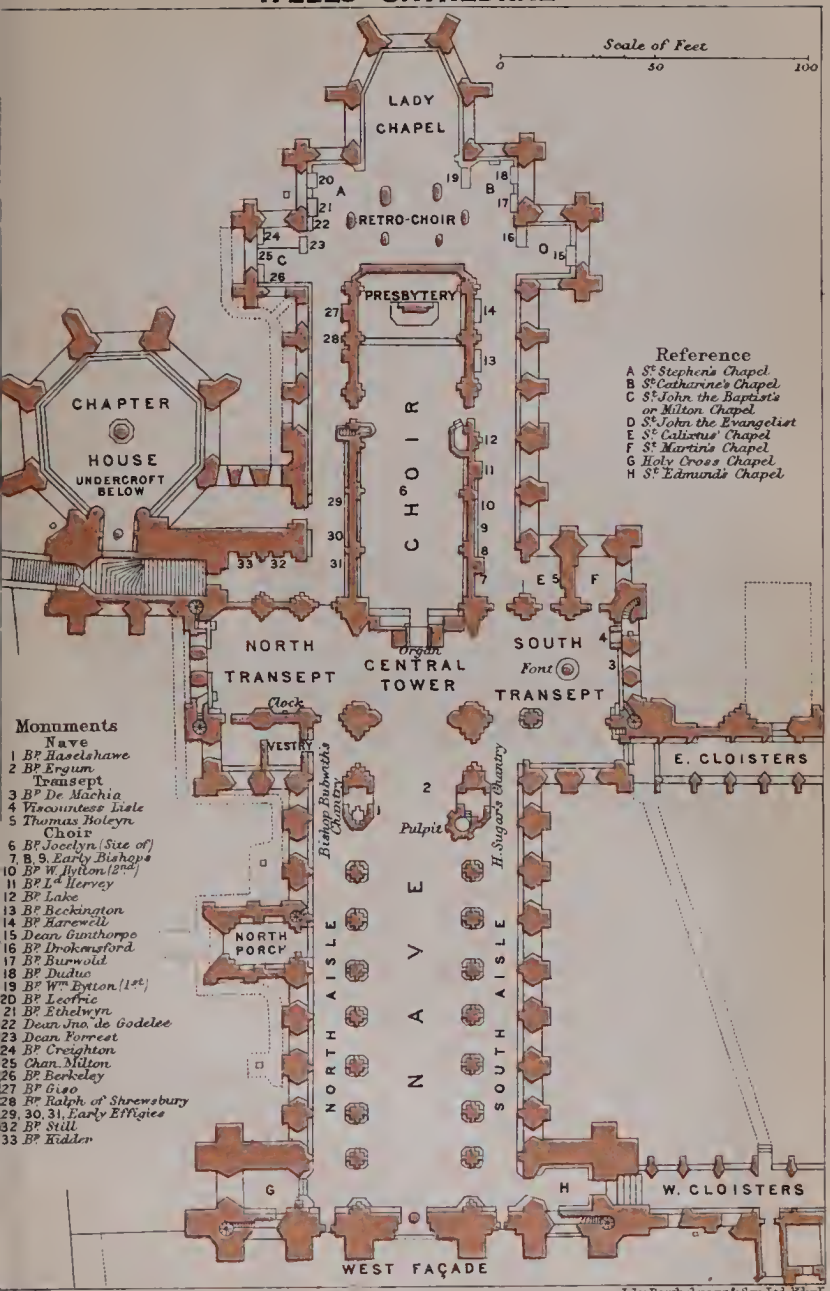
From Wells to *Bath*, see p. 148.

Beyond Wells the G.W. line goes on to (5¼ m.) *Shepton Mallet* (p. 149) and (14¼ m.) *Witham* (p. 120), on the main line.

The Somerset & Dorset trains from Wells to (5½ m.) *Glastonbury* start from the Priory Road station, which is ¼ m. from the Tucker Street (G.W.) station (comp. p. 149).

GLASTONBURY (*Rfmts.*; *George*; *Crown*; *Chalice Well Hostel*, see p. 156, pens. 50/ per week), an ancient town (4250 inhab.) at the base of Glastonbury Tor (p. 156), owes its origin and its fame to its celebrated abbey. The road from the station to the (½ m.) market-place passes the church of *St. Benignus* (St. Benedict), built on older foundations by Abbot Bere, to whom are due also the *Almshouses* with their chapel (1512) behind the Abbot's Gate (p. 155) and the *Abbot's Justice Room* in High St. In High St. are also the *George Inn*, an old pilgrims' hostelry of the 15th cent., and the church of *St. John the Baptist* (1465), with a fine tower and old stained glass. The *Museum*, in Magdalen St., contains many inter-

WELLS CATHEDRAL



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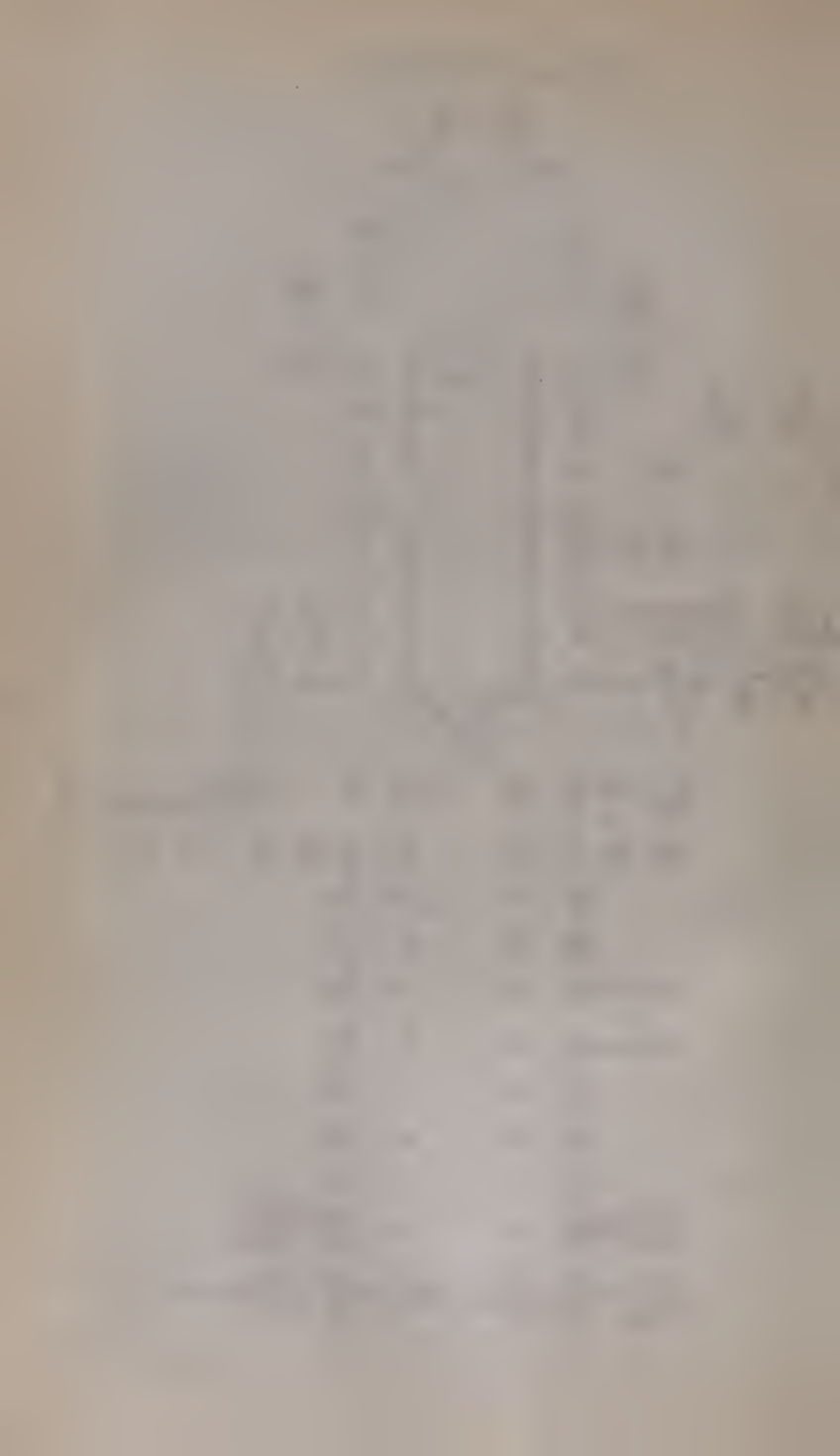


esting finds from a lake-village discovered in 1892 at *Meare* (p. 158), 2½ m. N.W. of Glastonbury.

The ***Abbey** (adm. 6*d.*, closed on Sun.), entered by the Abbot's Gate in the market-place, represents the earliest Christian foundation in England, which survived the storms of Saxon, Danish, and Norman conquest and presents a continuity of religious life elsewhere unparalleled.

According to the romantic legend, St. Joseph of Arimathæa with eleven companions brought to Glastonbury the chalice of the Last Supper (or, according to another tradition, the phials that held the blood of the Crucifixion ; comp. Abbot Bere's shield in St. Benedict's Church, p. 154) ; and here, in the Druidic Isle of Avalon or Inyswytryn, the 'Blessed Isle,' built the 'Vetusta Ecclesia,' or primitive church of wood and wattle-work. Refounded by Pope Eleutherius in 166 A.D., the settlement was visited by St. Patrick (who, according to one legend, died here in 463) and by St. Bridget (488). The Saxon kings Edmund the Magnificent (d. 946), Edgar (d. 975), and Edmund Ironside (d. 1016) were buried in this sacred spot. Another church was built by St. David in 530, though the first actual record of the abbey dates from 601. Larger churches, always with the careful inclusion of the Vetusta Ecclesia, were raised successively by Ine, King of the West Saxons, in 708 ; by St. Dunstan (d. 988), who was born and educated at Glastonbury ; and by Thurstin and Herlewin, the first Norman abbots after the Conquest. Under Dunstan, who became abbot in 940 and introduced the Benedictine rule, the abbey became a centre of light and learning and gave England many great ecclesiastics. Until 1154, when precedence was given to St. Albans (p. 347), the mitred abbot of Glastonbury was the premier abbot of England. The remains of King Arthur and Guinevere, reputed to have been discovered here in 1191, were finally reinterred in front of the high-altar in 1276, in presence of Edward I.

In 1184 the whole abbey, including the Vetusta Ecclesia, was burned to the ground. The rebuilding was begun at once and was completed in 1303 (except for a few later additions). The first part to be finished (1186) was the Chapel of the Virgin (now commonly called St. Joseph's Chapel), on the exact site of the old wooden chapel and (so it is said) in strict fidelity to the ancient plan. The abbey was suppressed in 1539, the last abbot, Richard Whiting, being executed on the Tor (p.156). After the Reformation the buildings were neglected and until about 1830 they were used as the stone-quarry of the neighbourhood. The ruins were bought for the Church of England in 1908 and vested in trustees. Comp. *F. B. Bond's* 'Architectural Handbook of Glastonbury Abbey' (3rd ed. ; 1919).

Of the vast CHURCH the sole remains, "appalling in their dead eloquence," are the two E. piers of the central tower (with portions of the transeptal walls attached), one of the N. transeptal chapels, parts of the S. aisle-walls of the nave and choir, and the W. door. The last leads into the Galilee connecting the church with **St. Joseph's Chapel* (walls still standing), "a jewel of late-Romanesque," with rich carvings and interlacing arcades. Beneath is a 15th cent. *Crypt*, connecting with a well of unknown antiquity. The length of the abbey has been verified as 592 ft. by the recent excavation of the *Edgar Chapel*, at the extreme E. end, the discovery of which, through automatic writing, in the face of the doubts of antiquaries, is described by Mr. Bligh Bond in his 'Gate of Remembrance' (2nd ed. ; 1918). The foundations of *St. Dunstan's Chapel*, at the extreme W. end, and of the *North Porch* (opposite the old North Gate in High St.) have likewise been discovered. — Of the lost monastic buildings Mr. Bond has located by excavation the *Chapter House*, *Cloisters*, and *Refectory*.

Outside the abbey enclosure is the **Abbot's Kitchen* (1435–40; adm. 6*d.*; entrance from Magdalen St.), with an octagonal stone roof and lantern; and in Bere Lane (to the N.E.) is the *Abbot's Barn* (14th cent.), with symbols of the Evangelists.

In the garden of the Chalice Well Hostel (p. 154), at the foot of the Tor (beyond the Abbot's Barn), is the (chalybeate) *Blood Spring*, where the sacred chalice is said to have been hidden on the approach of the Saxons. The hostel (conducted by Miss A. M. Buckton, author of 'Eager Heart') is also the seat of a Guild of Festival Players, interested in open-air mystery and allegorical plays. There is also a Festival School, which gives musical and dramatic performances at holiday seasons.

The Tor (550 ft.), crowned with the Perp. tower of a pilgrimage chapel of *St. Michael* (destroyed by a landslip in 1271), commands a famous *View of Glastonbury, Wells, and the Bristol Channel. — On *Wirrall* or *Wearyall Hill*, near the station, is a modern stone lettered 'IA. A.D. XXXI,' where formerly grew the famous '*Glastonbury Thorn*' (Cratægus præcox), which sprang from St. Joseph's staff. The tree was hacked down by the Puritans, but two offshoots, with the unimpaired virtue of blossoming at Christmas-tide, may be seen in the abbey grounds. — *Sharpham* (2 m. S.W.), a manor-house built by Abbot Bere and the scene of Abbot Whiting's arrest, was the birthplace of Henry Fielding (1707–54).

From Glastonbury to *Bridgwater* and to *Evercreech Junction*, see p. 158; to *Bath*, see p. 148.

22. FROM BRISTOL TO TAUNTON.

44¾ m. G.W.R. in 50 min.–2¼ hrs. (7/6, 3/8½); to (19 m.) *Weston-super-Mare* in 30–50 min. (3/2, 1/7). Through-trains run by this route to Exeter, Torquay, Plymouth, Penzance, etc., with connections from London and from the North at Bristol.

Bristol (Temple Meads Station), see p. 135. — 1 m. *Bedminster*, a suburb of Bristol, the centre of a small coalfield. On the left appears the tower on Dundry Hill (p. 142); on the right are Clifton Suspension Bridge and *Leigh Down*. The Portishead line (p. 142) diverges on the right.

12 m. **Yatton** (*Station Hotel*), junction for Cheddar and Wells (see Rte. 21), has a noteworthy church (E.E. to Perp.). — About 3½ m. N. (railway motor-cars) lies **Clevedon** (*Walton Park*, 1½ m. from the station; *Royal Pier*, *Rock*, both near the beach; *Clevedon Hydropathic*), a quiet little watering-place (6111 inhab.), attractively situated on the Severn estuary, at the foot of *Dial Hill* (296 ft.; view). In Old Church Road, near the station, is *Myrtle Cottage* (tablet), doubtfully identified as the 'pretty cot' to which S. T. Coleridge brought his bride, Sara Fricker, in 1795; and in the 'old church' of *St. Andrew* are buried Arthur Hallam (d. 1833), the subject of Tennyson's 'In Memoriam,' and his father Henry Hallam (1777–1859), the historian.

To the E. of the station is *Clevedon Court (Sir Edm. Elton), the home of Arthur Hallam's grandparents, an interesting building of the 14th cent., with Elizabethan and later alterations. In the grounds (open on Thurs. afternoons) is a pottery where 'Elton' ware is made. 'Castlewood' in Thackeray's 'Esmond' was drawn from Clevedon Court, though located in 'county Hants.' — At *Tickenham*, 3½ m. E. of Clevedon, are the remains of a 15th cent. manor-house and a quaint old church dedicated to SS. Quiricus and Julietta. On the hill above (391 ft.) is *Cadbury Camp*, an entrenchment of 7 acres, with a double rampart.

Clevedon is connected by a light railway with Portishead and Weston-super-Mare (see below). Steamers to Bristol, etc.; see p. 136.

From Yatton to Blagdon, 8¼ m., rail motor in ½ hr. (1/4, 8*d.*), diverging from the Wells line at (1½ m.) *Congresbury* (p. 150). — 4½ m. *Wrington*, with perhaps the finest of the celebrated Perp. church-towers of Somerset, was the birthplace of John Locke (1632–1704; tablet in the churchyard wall), and in the churchyard is buried Hannah More (1745–1833). *Barley Wood*, the pretty cottage (now modernized and enlarged), to which the latter removed in 1800 from *Cowslip Green* (1½ m. S.E.), lies about 1 m. N.E. of Wrington. — In a combe with numerous caves near (6¾ m.) *Burrington* Augustus Toplady composed 'Rock of Ages' during a thunderstorm (1775). — From (8¼ m.) *Blagdon* (400 ft.; Seymour Arms; George), a village on the N. slope of the Mendip Hills, a very fine walk or drive crosses the hills to (9 m.) *Cheddar* (p. 150).

Beyond Yatton the railway crosses the *Yeo*. On the left the well-defined *Mendip Hills* (p. 150) are conspicuous. — At (15½ m.) *Puxton* a loop-line divergcs viâ *Worle* for (19 m. from Bristol) **Weston-super-Mare** (*Rfmts.*; *Grand Atlantic*; *Royal*, R. 7/6, D. 5/–7/6; *Royal Pier*, residential; *Queen's*), a frcquented seaside rcsort (23,235 inhab.) on the Bristol Channel, with a long marine parade and the usual attractions. It is built partly on lcvel ground near the shore and partly on the slopes of *Worle* or *Worlebury Hill*. It has a sandy beach, but the sea here is of a muddy colour, and its retreating waves expose a vast cxpanse of ooze. Weston commands a fine view of the Welsh coast (near Cardiff) and of the islets of *Steep Holme* and *Flat Holme*. The N. promontory of the bay is connected by a long iron pier (adm. 2 *d.*) with the rocky islet of *Birnbeck*, with a 'fun city'; this is the scene of a busy sprat-fishery in autumn.

The environs are pleasant. — The top of *Worlebury Hill* (357 ft.), with the remains of an important British camp ('finds' at the museum in the Boulevard), commands fine views in all directions. — About 4 m. N. of Weston, at the farther end of *Sand Bay*, are the interesting remains of *Woodspring Priory*, originally founded as an expiatory chapel in honour of Thomas Becket, apparently by Reginald Fitzurse. — To the S. of Weston is (2 m.) *Uphill Old Church*, a ruin on a rocky hill overlooking the sea. — On the opposite side of the *Axe* (ferry) is *Brean Down*, a notable bird-sanctuary (ravens, peregrine falcons, and sheldrakes), interesting also for botanists and entomologists.

Excursion-steamers ply in summer to *Clevedon*, *Bristol*, *Ilfracombe*, *Cardiff*, etc. — Motor brakes run to *Cheddar* (p. 150), *Glastonbury* (p. 154), *Wells* (p. 150), the *Quantock Hills* (p. 158), etc. — From Weston (Ashcombe Road) a light railway runs to (8¼ m.; 8*d.*) *Clevedon* (p. 156) and (14¼ m.; 1/2) *Portishead* (p. 142).

Beyond (20¼ m.) *Bleadon & Uphill* the main line crosses the *Axe* and enters the alluvial flats or 'levels' of N. Somerset, a district of about 200 sq. m. in extent affording rich grazing grounds. — At (27 m.) *Highbridge* we intersect the railway between *Burnham* (1¾ m. N.W.) and *Edington* (5 m. S.E.; for Glastonbury, see p. 158).

Burnham (*Queen's*, pens. 15/; *Clarence*) is a little watering-place at the mouth of the *Parrett*. In the church is a white marble altarpiece designed by Inigo Jones for Whitehall Chapel and once in Westminster Abbey. At low tide the sea is 3–4 m. distant.

30¾ m. *Dunball* has important deposits of salt.

33¼ m. **Bridgwater** (*Royal Clarence*, R. 4/; *Bristol Arms*; *Railway*; *Albany Temperance Hotel*), an unattractive red brick town (16,802 inhab.), is situated on the *Parrett*, 7 m.

from the sea. Its capture by Fairfax in 1645 was a heavy blow to the Royalist cause. On June 21st, 1685, the Duke of Monmouth was proclaimed king here, but a fortnight later his rebellion was crushed among the marshes of *Sedgemoor*, 3 m. E. Adm. Blake (1599–1657; statue in Cornhill) was born in a house (now modernized) in Blake St. *St. Mary's Church*, built of red stone, with an embattled W. tower surmounted by a slender spire 174 ft. in height, dates from 1420, but was ruthlessly restored in 1851; it contains a Descent from the Cross of the Bolognese School. 'Bath bricks' are manufactured only at Bridgwater, from the clay and sand deposited by the Parrett. A 'bore' or tidal wave, 4–6 ft. high at spring-tides, passes up the river twice daily.

From the S. & D. station (¼ m. from the main-line station) trains run across the 'levels' viâ (7 m.) *Edington Junction* (comp. p. 157), *Ashcott & Meare* (11¼ m.), with the remains of a Celtic lake-village (comp. p. 155), and (14 m.) *Glastonbury* (for Wells; p. 154), to (24¼ m.) *Evercreech Junction*, on the Bath to Bournemouth line (p. 149).

From Bridgwater motor-omnibuses, passing (4 m.) *Brymore House*, the birthplace of John Pym (1584–1643), ply daily to (8½ m.; 1/) **Nether Stowey** (*George*; *Rose & Crown*), the birthplace of the Jesuit Robert Parsons (1546–1610). S. T. Coleridge occupied a cottage here (tablet; collection of relics) in 1796–98, and in 1797 he was joined by Wm. Wordsworth (comp. below). It was as a result of their constant companionship, by which Wordsworth was profoundly influenced, that the 'Lyrical Ballads' (to which Coleridge contributed 'The Ancient Mariner') were produced. Nether Stowey is a stag and fox hunting centre, and a good starting-point for walks over the charming *Quantock Hills*: to *Crowcombe* (p. 159) about 5 m.; to *Williton* (p. 159) 10 m. An omnibus runs thrice weekly from Nether Stowey viâ (1½ m.) *Doddington*, with a beautiful Hall (visitors admitted; gratuity), and (3 m.) *Holford* to (6 m.) *Kilve* (Hood Arms). Near Holford is *Alfoxden* or *Alfoxton House*, occupied by Wordsworth in 1797, seen from a path through the grounds.

At *Spaxton*, 3 m. S.E. of Nether Stowey, is the seat of the Agapemone or 'Abode of Love,' founded by Brother Prince in 1859.

At (39 m.) *Durston* we join the main G.W.R. line from London to Exeter viâ Westbury (p. 123).

44¾ m. **TAUNTON** (*Rfmts.*; *Castle*; *London*, R. 4/6, D. 5/6; *Great Western*, at the station, R. or D. from 4/6; *Ashton*; *Drayton*), the county town of Somerset, is a substantial agricultural centre (22,561 inhab.) situated on the *Tone*, in the beautiful vale of *Taunton Dean*, noted for its apples and cider. **St. Mary Magdalen's*, one of the finest Perp. churches in England, has double aisles and a magnificent, richly sculptured tower, 153 ft. high, reconstructed in 1858–62. *St. James's* has a good font and a fine tower (rebuilt). Adjacent is the *Priory Barn*, a relic of an important 12th cent. priory. **Taunton Castle*, parts of which date from the early 12th cent., was heroically defended by Blake against the Cavaliers in 1645; it contains the *Somerset County Museum* (open 9–5; adm. 6*d*., on Thurs. & Sat. 2*d*.). The great hall was the scene of the 'Bloody Assize' held by Judge Jeffreys after the battle of Sedgemoor (see above), when 385 persons were sentenced to transportation and 97 to death. The Devon & Somerset Stores, at the corner of the market-place (where Monmouth was proclaimed king) and High St., was formerly the White Hart Inn, occupied in 1685 as the headquarters of Col. Kirke, who butchered 100 of the rebels, and later by the Mannings,

the notorious murderers (executed in 1849). At the end of High St. is *Wilton House*, the birthplace of the historian A. W. Kinglake (1809–91). The *Shire Hall*, in Upper High St., contains numerous busts of Somerset worthies.

Trull, 2 m. S. of Taunton, has a small church containing a large number of 16th cent. wood-carvings and a remarkably fine pulpit; and *Kingston St. Mary*, 3 m. N., has another fine Perp. church.

From Taunton to Minehead, 24¾ m., G.W.R. in 70 min. (4/, 2/0½); through-carriages from London (Paddington) in about 4½ hrs. Beyond (2 m.) *Norton Fitzwarren* (p. 123) the line turns N.W. and skirts the S.W. flank of the *Quantock Hills*, a low range stretching from Taunton to the sea and culminating in *Will's Neck* (1261 ft.), above Crowcombe station. 5 m. *Bishop's Lydeard* has a Perp. church (good wood-carvings) and a fine 14th cent. churchyard cross. At *Combe Florey*, 1½ m. N.W., Sydney Smith was rector from 1829 to 1845. — On the left appear the *Brendon Hills*. — 9 m. *Crowcombe* has a Perp. church and two 14th cent. crosses. — 11¾ m. *Stogumber*; 15 m. *Williton*; 16¾ m. *Watchet* (1846 inhab.), a port on the Bristol Channel. Just to the S. of (19 m.) *Washford* station are the interesting ruins of ***Cleeve Abbey**, founded for Cistercian monks in 1188 (adm. 1/, each addit. pers. 6*d.*; closed on Sun.). The chief features are the gatehouse (Richard II), the excellently preserved dormitory (E.E.), the refectory (15th cent.), and the foundations of the church. The numerous fine doorways and tiled pavements should be noticed. — 23 m. **Dunster** (*Luttrell Arms*, an interesting old house), an exceedingly quaint old town ¾ m. S., has many interesting buildings, including the *Yarn Market* (c. 1600). **Dunster Castle*, the splendid seat of the Luttrells, dating from the 13–18th cent., was in 1645 held by Col. Wyndham for 160 days against the Parliamentarians under Blake (not shown; grounds open free daily, 9–1, except Sat. & Sun.). The interior of the old conventual church (E.E. & Perp., with traces of Norman) is highly interesting. — *Conegar Hill*, conspicuous on the left, is a landmark for sailors. — 24¾ m. *Minehead*, see p. 204.

From Taunton to Barnstaple (*Ilfracombe*), 44¾ m., G.W.R. in 1 hr. 50 min. (7/6, 3/9); through-carriages from London (Paddington) to Ilfracombe in 7–7¼ hrs. This line passes through superb scenery. — 2 m. *Norton Fitzwarren* (p. 123); 6½ m. *Milverton*, with a fine Perp. church (good wood-carvings). — 21 m. *Dulverton* (Carnarvon Arms, at the station. R. or D. 3/6; Lamb, Red Lion, in the town), 2 m. N. of the station, is an angling centre. A picturesque road crosses *Exmoor* (p. 202) from Dulverton town to (14 m.) *Simonsbath* (p. 202) and (23½ m.) *Lynton* (p. 200), passing near (5½ m.) *Tarr Steps*, a rude old slab-bridge on the *Barle*, supposedly of Celtic origin; and another road runs N. to (19 m.) *Minehead* (p. 204). Railway to Exeter, see p. 132. — The line now enters *Devonshire* (see below). At (24¾ m.) *East Anstey* are the kennels of the Exmoor Staghounds. — From (34½ m.) *South Molton* (George), a small town ¾ m. S., another road crosses Exmoor to (11 m.) Simonsbath (p. 202). — 44¾ m. *Barnstaple* (G.W. station), see p. 194.

From Taunton to *Chard*, see p. 126; to *Yeovil*, see p. 126; to *Exeter* and to *London* viâ Reading, see Rte. 18A.

23. FROM EXETER TO PLYMOUTH.

Devonshire, or **Devon** (within which Rtes. 23 and 24 lie), one of the most beautiful of English counties and, in the spacious days of Queen Elizabeth, one of the most famous, ranks in size next to Yorkshire and Lincolnshire. The moorland scenery of Dartmoor and Exmoor occupies a considerable part of its hilly surface, but the remainder, except some districts in the N., is well wooded. South Devon is renowned for its mild climate, its rich vegetation, with a wealth of ferns and wild flowers, its luxuriant hedgerows, its picturesque deep winding lanes, and its lovely combes. The S. coast, interrupted by well-wooded estuaries, presents charmingly vivid contrasts of red rocks, blue seas, and verdant woods; while the N. coast has steep well-wooded slopes and bold cliffs cleft by narrow ravines. — Devonshire cider and clotted, or cloutcd, cream are highly esteemed.

A. VIÀ NEWTON ABBOT AND TOTNES.

53 m. G.W.R. (from St. David's Station) in 1¼–2½ hrs. (8/9, 4/4½); to *Torquay*, 26 m. in ¾–1⅝ hrs. (4/3, 2/2). The first part of this route runs near the sea; farther on we have glimpses of Dartmoor (p. 170). — Express from London (Paddington) to *Plymouth* (North Road), 225½ m. in 4¾ hrs. (37/4, 18/8); to *Torquay*, 199¾ m. in 4¼ hrs. (32/9, 16/5½).

Motor Route to Penzance viâ Plymouth, 126½–154½ m. Beyond Exeter Bridge we turn to the left (Alphington St.) and follow the Chudleigh road to (4 m.) *Kennford*. — At the fork, 1 m. farther on, we bear to the left for *Kingsteignton* and (12 m.) *Newton Abbot* (p. 161). — 7 m. **Torquay** (p. 161). [Or to the left at (1½ m. from Exeter) *Alphington*; 2½ m. *Exminster* (see below). — 4 m. *Starcross* (see below). — 4 m. *Dawlish* (see below). — 3 m. *Teignmouth* (see below). — 8 m. Torquay.] — 3 m. *Paignton* (p. 163). — 6 m. **Totnes** (p. 164). — 8 m. *South Brent* (p. 176). [Or from Kennford (see above): 6 m. *Chudleigh* (p. 132). — 10 m. **Ashburton** (p. 176). — 2½ m. *Buckfastleigh* (p. 176). — 5½ m. South Brent.] — 5 m. *Ivybridge* (p. 177). — 11 m. **Plymouth** (p. 166). — 3 m. *Keyham* (p. 169) and ferry thence to *Torpoint* (see p. 167). — 8 m. *Polbathic*. — 9 m. (or 18 m. with divergence viâ *Looe*, p. 179) **Liskeard** (p. 179). — 11 m. *Lostwithiel* (p. 179). — 4 m. *Castle Dor*. — 3 m. **Fowey** (p. 179; steep descent with awkward corners at the foot). — 4 m. *Par* (p. 180). — 1 m. *St. Blazey Gate*. [Or from Lostwithiel direct: 4 m. *St. Blazey* (p. 189). — 1 m. St. Blazey Gate.] — 3 m. *St. Austell* (p. 180). — 8 m. *Probus* (p. 180). — 6 m. **Truro** (p. 180). — 17 m. *Helston* (p. 182; to the left for the Lizard, p. 184). — 9½ m. *Marazion* (p. 183). — 3 m. **Penzance** (p. 183).

Motor Route to Penzance direct, 117 m. From Exeter we proceed straight on, past St. Thomas Station. — 7½ m. *Tedburn St. Mary*. — 4 m. *Crockernwell*. — 4 m. *Whiddon Down*. — 3½ m. *Sticklepath*. — 3½ m. **Okehampton** (p. 174). — 6 m. *Bridestowe* (p. 165). — 4½ m. *Lewdown*. — 4 m. *Lifton* (p. 190). — 4 m. **Launceston** (p. 190). — 2½ m. *Tregadillet*. — 5½ m. *Five Lanes*. — 4 m. *Bolventor* (p. 179). — 10 m. **Bodmin** (p. 179). — 3 m. *Lanivet*. — 4 m. *Victoria*. — 5½ m. *Fraddon*. — 5 m. *Ladock*. — 3½ m. *Tresillian*. — 3½ m. **Truro** (p. 180) and thence to (38½ m.) **Penzance**, see above.

As we quit Exeter (p. 127) we have a fine view of the city and cathedral, to the left. We follow the W. bank of the Exe and its estuary. Beyond (4¾ m.) *Exminster* we see *Powderham Castle* (Earl of Devon) on the right. From (8½ m.) *Starcross* (Courtenay Arms) a steam-launch plies to Exmouth (p. 132; 6*d*.). — Near (11 m.) *Dawlish Warren*, with golf links (ferry to Exmouth 3*d*.), the train reaches the coast, off which rise some singular isolated rocks. — 12 m. **Dawlish** (*Royal*; *Grand*; *London*, private hotel), where the railway passes between the town and the sea, is a pleasant seaside resort with 4099 inhab., sheltered on the N. by the *Haldon* range (821 ft.). — 15 m. **Teignmouth** (*Royal*, on the Den, R. or D. 5/; *London*; *Marina*, R. or D. 3/6; *Queen's*; *Partridge's Temperance Hotel*; *Beach* and other private hotels), a noted watering-place (9221 inhab.), with a good pier (1*d*.), is well situated at the mouth of the *Teign* (locally *Teen*). The *Den* or *Dene*, on the seafront, forms a fine promenade. A long wooden bridge (557 yds.) here crosses the estuary to *Shaldon*, situated under a bold headland called the *Ness*.

The walk by the *Sea Wall* (N.) to (2 m.) the curiously formed red rocks known as the *Parson and Clerk* should be taken, and also the pleasant drive to (3 m.) *Little Haldon* (811 ft.).

An omnibus runs regularly to (2½ m.) *Bishopsteignton* (Huntley Hydropathic), with a Perp. church (Norman door); and motor chars-à-bancs make excursions to Dartmoor (p. 170) and Plymouth daily in summer (fares 4/–8/6).

Beyond Teignmouth the line skirts the estuary of the Teign, with a view to the right of the castellated rocks of

Hey Tor and Rippon Tor on the Dartmoor frontier (p. 176). — 20 m. **Newton Abbot** (*Rfmts.*; *Globe*; *Commercial*; *Queen's*, near the station), a modern town (13,712 inhab.), pleasantly situated near the confluence of the Teign and the *Lemon*, is the junction for Torquay and Dartmouth, and also for Moreton Hampstead. Near the station, in the Torquay road, is *Ford House*, a Tudor mansion, visited by Charles I and by William of Orange (1688), and in the centre of the town is the old *Tower of St. Leonard*, where the latter is said to have been proclaimed king (stone with inscription). To the W. of the town are *Bradley Woods*, with *Bradley Manor* (partly late 14th cent.).

The church of St. Blaize (E.E.; c. 1240) at *Haccombe*, 3 m. E.S.E. of Newton Abbot, has interesting effigies and brasses (15–17th cent.) of the Carew family, whose ancestral seat, Haccombe House, was rebuilt in 1880.

The short branch-line from Newton Abbot to Moreton Hampstead (12½ m., in ¾ hr.; 2/, 1/0½), affords access to the E. side of Dartmoor (Rte. 24). It skirts the *Teign* and (for a short distance) the *Stover Canal*, and farther on enters the narrow valley of the *Wray*, a tributary of the *Bovey*. — Stations: 2½ m. *Teigngrace* (to the left is *Stover*, a seat of the Duke of Somerset); 4 m. *Heathfield*, junction for Exeter viâ Chudleigh (p. 132); 6 m. *Bovey Tracey* (p. 175); 8½ m. *Lustleigh* (p. 175); 12½ m. *Moreton Hampstead* (p. 175), whence there is a regular motor-service to *Chagford* (p. 174), about 4½ m. N.W.

From Newton Abbot to Torquay and Dartmouth, 15 m., G.W.R. in 1–1¼ hr. (2/6, 1/3½). — 2½ m. *Kingskerswill*; 5 m. *Torre* (Clarence) is the station for the higher, N. part of Torquay.

6 m. **TORQUAY** (38,772 inhab.) is charmingly situated on seven hills rising from the N. shore of *Tor Bay*, at the convergence of two valleys. The beauty of its position, the luxuriance of its semi-tropical vegetation, the equability of its climate, its protection against all winds except those from the genial south, and its attractive environs, have won for "la coquette ville de Torquay" (as Max O'Rell calls it) a high reputation as a watering-place, health-resort, and winter residence. The temperature seldom reaches the freezing-point in winter or rises above 70° Fahr. in summer.

Railway Stations (Rfmts. at both). *Torquay Station*, ¾ m. W. of the central part of the town (tramway 6*d.*); *Torre*, 1 m. N. (see above). Hotel omnibuses meet the trains.

Hotels. Imperial, well situated on the E. side of Tor Bay, 1½ m. from the station; Grand, close to the station, R. from 6/, B. 3/6, L. 3/6, D. 5/6; Torbay, near the harbour, 1 m. from the station, R. from 5/, B. 2/, D. 3/; Hydro Hotel, well situated, near Daddy Hole Plain, 200 ft. above the sea, pens. from 16/6; Victoria & Albert, R. from 3/6, D. 5/; Queen's, opposite the Clock Tower; Osborne, Meadfoot, 2 m. from the station, R. from 5/, D. 5/; Royal; Abbey, pens. 3½ guineas per week; Central, the last three commercial and family houses; Waverley, temperance. — Numerous *Private Hotels*, *Boarding Houses* (from 5/ a day upwards), and *Lodgings*.

Restaurants. *Pavilion*; *Boot's*; *Goodbody's*.

Bathing at Tor Abbey, Meadfoot, and Oddicombe beaches. — *Corporation Baths*, on Beacon Hill, with tepid swimming basin and medical baths of all kinds (well equipped: 1/ to 7/6).

Post Office, Fleet Street.

Cab for 1–2 pers. 1/ for 1 m., 2/ for 2 m., 3*d.* for each addit. ¼ m.; for 3 pers. 1/ for ½ m., 6*d.* for each addit. ½ m. By time: for 1–3 pers. 2/ per hr., each addit. ½ hr.

1/; for 4 or more pers., 4/ per hr., 6/ per 1½ hr., 7/ per 2 hrs.; after 7 p.m. in winter and 9 p.m. in summer minimum fares 1/6–2/. For each piece of luggage carried outside, 2*d*. — ELECTRIC TRAMWAYS, from the Mallock Memorial Clock Tower: 1. Circular route viâ Torwood St. and Babbacombe Road to *Wellswood* (for Kent's Cavern), *Babbacombe*, and *St. Mary Church* (see below), and back viâ Ellacombe Church Road and Market St. (4*d*.). — 2. To *Torre Station* viâ Union St. (2*d*.). — 3. Past *Torquay Station* to *Paignton* (p. 163; 3*d*.). — MOTOR and HORSE COACHES and CHARS-À-BANCS ply daily in summer to various points in the environs (fares from 2/6; to Dartmoor 10/ by motor coach, 8/ by horse coach, box-seats 1/ extra). — STEAM LAUNCHES ply to *Paignton* (5*d*.) and *Brixham* (6*d*.; pier-toll 1*d*.).

Amusements. THEATRE, Abbey Road; CONCERTS in the *Torquay Pavilion* (daily), Princess Gardens, the *Bath Saloons*, and the *Concert Hall* on the Princess Pier. — — YACHTING is carried on mainly by the *Royal Torbay Yacht Club* and the *Corinthian Sailing Club*. Annual regatta in August. — ROWING BOATS 1/6 per hr., 6*d*. for each addit. hr., with boatman.

TORBAY ROAD (tramway), beginning near the railway station, leads W. along the coast to (1½ m.) the *Inner Harbour*, the N.E. side of which is skirted by the promenade known as the *Strand*. The *Outer Harbour*, bounded on the N. by the Princess Gardens, with the *Pavilion*, a handsome concert-hall and café, is protected on the W. side by the *Princess* or *Promenade Pier*, and on the S.E. side by the *Haldon Pier* (adm. 1*d*.). Near the shore end of the latter are the *Bath Saloons* and the *Torbay Yacht Club*, beyond which a public walk (good view of the bay) leads to the *Land's End* and the natural limestone arch known as *London Bridge*.

The Strand is continued to the N.W. by Fleet Street and Union Street, the main thoroughfare of the town, with many of the principal buildings, to *Torre Railway Station*. A little beyond this is *St. Michael's Chapel* (E.E.; adm. free; view). —The ruins of *Tor Abbey* (no adm.), in King's Drive, date from the 12–14th century.

From the Strand Torwood St. and Babbacombe Road (tramway, see above) lead N.E., passing the *Museum* (adm. 1/), which contains remains found in Kent's Cavern and an interesting collection of Devon sea-weed. Near *St. Matthias's Church* (c. 1 m. from the Strand) we diverge to the right to visit KENT'S CAVERN (open 10–5; 1–3 pers. 1/6, each addit. pers. 6*d*.), a limestone cave in which vast numbers of bones and flint implements were discovered, throwing important light on the history of prehistoric man. It shows traces of two eras of occupation.

From the cavern we make our way N. to (½ m.) **Anstey's Cove**, a pretty little bay, frequented for bathing and boating, and thence either proceed to the N. to (1 m.) Babbacombe (see below), or follow the Bishop's Walk to the S. From the latter we turn to the right for (1 m.) *Ilsham Grange*, a 15th cent. farmhouse, once owned by Tor Abbey, and go on viâ Ilsham Lane and *Manor Gardens* to (1 m.) *Meadfoot Sands*, returning to the (¾ m.) harbour across the elevated *Daddy Hole Plain* (view).

About 1¼ m. N.E. of the harbour as the crow flies, but nearly 2 m. by the winding Babbacombe Road or over *Warberry Hill* (448 ft.), lies **Babbacombe** (*Royal*; *Cary Arms*, pens. from 12/6; *Babbacombe Hall*, private, pens. from 63/ per week), a bathing and boating resort, situated above ***Babbacombe Bay**, notable for its lovely colouring but now somewhat marred by building operations. A good view of the coast is obtained from Babbacombe Down. Adjoining Babbacombe are *St. Mary Church* and *Petit Tor* (golf course), whence a fine coast walk leads along

the cliffs to (1¼ m.) *Watcombe*, with its grand *Giant Rock* and interesting terracotta works.

Among the points of interest on the W. or landward side of Torquay are (1½ m.) *Cockington*, with its Perp. church, picturesque forge, and thatched houses; *Marldon* (3½ m.), in the Perp. church of which are monuments of the Gilberts of Compton, one of whom (Sir Humphrey) was half-brother of Sir Walter Raleigh and colonizer of Newfoundland (1583); and (5 m.) *Compton Castle*, an interesting castellated mansion of the 15th cent. (now a farmhouse). Longer excursions may be made to (7½ m.) *Berry Pomeroy Castle* (p. 164) and (10½ m.) *Totnes* (p. 164); to (9 m.) *Dartmouth* (see below); and to *Dartmoor* (Rte. 24).

Beyond Torquay the railway soon reaches (8 m.) **Paignton** (*Esplanade*; *Redcliffe*; *Gerston*; *Green's*), a pleasant seaside resort in the middle of Tor Bay, with 11,241 inhab., a fine stretch of sands, and a pier (adm. 1*d*.). The interesting Perp. *Church* possesses a Norman doorway, elaborate alabaster monuments (c. 1500), and an old stone pulpit. The picturesque fragment of the old palace of the Bishops of Exeter is known as *Bible Tower* from its association with Bp. Miles Coverdale, the translator of the Bible (1535). Just to the N. is *Oldways*, the handsome seat of Mr. Paris Singer, used during the War as a soldiers' hospital under the management of American ladies. Tramway to *Torquay* (p. 162) and motor-omnibuses to *Totnes* (p. 164) and *Dartmoor* (Rte. 24). — 11 m. *Churston*, junction of a branch to (2 m.) **Brixham** (*Bolton*; *Queen's*), a fishing-town (7954 inhab.) long noted for its trawlers. William of Orange landed here in 1688, an event commemorated by a statue and by the preservation of the stone on which he stepped from his boat (at the pier). Near the Bolton Hotel is *Philp's Cavern* (open 10–6, in winter 2–5; adm. 9*d*.), which yielded prehistoric remains resembling those of Kent's Cavern (p. 162).

The terminus of the railway is at (14¾ m.) *Kingswear* (Royal Dart), whence passengers cross the Dart by steam-ferry to (10 min.) **Dartmouth** (*Royal Castle*, opposite the landing-stage; *Raleigh*; *King's Arms*), the 'Dertemouthe' of Chaucer's Prologue, a picturesque little seaport (7005 inhab.), with a history of considerable interest and importance. The river here forms an almost landlocked estuary, affording a safe and commodious harbour. In the middle of the town is the 14–15th cent. church of *St. Saviour*, possessing a handsome rood-screen (early 15th cent.), a carved stone pulpit, a brass to John Hawley, who built the chancel (1408), and a gallery bearing the arms of the old merchant families of Dartmouth. The grotesquely carved *Butter Walk* (17th cent.) recalls the rows of Chester (p. 218). At the mouth of the harbour are *St. Petrock's Church* and the small *Castle* erected by Henry VIII. On Mt. Boone, to the N. of the town, is the *Royal Naval College* (c. 350 cadets), which superseded in 1905 the old 'Britannia' training-ship.

The favourite trip from Dartmouth is that up the river *Dart* to (10 m. *Totnes* (p. 164; steamer once or twice daily in summer in 1¼ hr.; 1/6, return 2/6). Our first call is at (3 m.) *Dittisham* (right bank), opposite which is *Greenway*, the birthplace of Sir Humphrey Gilbert (see above). In the stream, visible at low water, is the *Anchor Rock*, on which (according to tradition) Sir Walter Raleigh used to smoke his pipe. Beyond *Stoke Gabriel* (left bank) and (6½ m.) *Duncannon* (ferry) we skirt the

hanging woods of *Sharpham* (right bank). Farther on are several islets. — The landing-place at Totnes is a little short of the bridge and about 1 m. from the rail. station.

A coach (3/6, return 5/6) runs twice daily in summer from Dartmouth to (15 m.) *Kingsbridge* (see below), passing (6½ m.) *Slapton* (Royal Sands Hotel) and (8 m.) *Torcross* (Torcross Hotel, pens. in summer from 12/6). *Slapton Ley*, a narrow freshwater lagoon of 300 acres, separated from the sea by a strip of shingle, affords good fishing (March 15th to Nov. 15th; permits at the hotel). — From Torcross good walkers may follow the coast (rather rough, but fine cliff scenery) to (4 m.) *Start Point* (lighthouse), *Prawle Point* (9 m.; small hotel), and (14½ m.) *Salcombe* (see below; ferry 1*d.*).

Beyond Newton Abbot the Plymouth train threads *Daigntón Tunnel* and passes *Little Hempston* (right), with a 14th cent. parsonage (now a farmhouse), enclosing a square court and containing a fine hall. We cross the *Dart*.

29 m. **Totnes** (*Rfmts.*; *Seymour*, on the river; *Seven Stars*, at the bridge; *Castle*, High St.), one of the oldest municipal boroughs in England (4128 inhab.), lies on the side of a hill and consists mainly of one long street with a covered piazza on one side and many old houses with interesting interiors. At the upper end of the town are the old *North Gate* and the keep of the Norman *Castle* (adm. 6*d.*), which consists of two circular stories, with a walk round the upper one (*View of town and river). Considerably lower down the hill is the *Church* (key at the sexton's, on the N. side), a Perp. building (15th cent.), with a noble red tower. It contains a very fine coloured and gilt rood-screen (somewhat spoiled by restoration), a singular chancel staircase, and some interesting monuments. Below the *East Gate*, in the pavement (left), is the '*Brutus Stone*,' where (we are invited to believe) Brutus of Troy first set foot on English soil (tablet on adjoining house). Near the bridge is a monument to *William John Wills* (1834–61), the first explorer to cross Australia.

About 2½ m. E. of Totnes and ¾ m. beyond Berry Pomeroy village is **Berry Pomeroy Castle** (9–6, Sun. 2–6; adm. 6*d.*), an extremely picturesque ivy-clad ruin, dating largely from the 16th cent., but going back in part (great gateway) to the 13th. — J. A. Froude (1818–94) was born at *Dartington*, 2 m. N. of Totnes. *Dartington Hall* includes an unroofed hall of the 13th century.

From Totnes a branch-railway ascends the pretty valley of the *Dart* to (9½ m., in 24 min.) *Ashburton* (see p. 176) viâ (3¼ m.) *Staverton*, noted for its picturesque bridge, and (7 m.) *Buckfastleigh* (p. 176).

Steamer to *Dartmouth*, see p. 163; motor-omnibus to *Paignton*, see p. 163.

The main line now ascends along the pleasant S. outskirts of Dartmoor (Rte. 24) and beyond *Marley Tunnel* it reaches (36 m.) *Brent*, station for South Brent (p. 176).

A branch from BRENT TO KINGSBRIDGE (12¾ m., in ½–¾ hr.; 2/, 1/0½) runs down the beautiful valley of the *Avon*, passing three small stations. **Kingsbridge** (*King's Arms*, R. from 2/6; *Anchor*), a small market-town (3049 inhab.), is prettily situated at the head of the lake-like creek known as *Salcombe Estuary*. — From Kingsbridge coaches run twice daily in summer to (15 m.) *Dartmouth* (see above) and thrice daily to *Torcross* (see above). — A motor-omnibus (in connection with the G.W.R.; 1/) and also a steamer (4*d.*) ply S. to (6½ m.) **Salcombe** (*Marine*, on the estuary; *York*; *Bolt Head*), a delightful holiday and health resort with a mild climate and amid charming scenery. J. A. Froude (see above) is buried at Salcombe. — About 4 m. N.W. is the arched *Thurlestone Rock*, and 2 m. W. is *Bolt Head*. To Torcross by the coast, see above.

Between Brent and Plymouth the line crosses several lofty viaducts (fine views to the right). From the viaduct a little short of (41½ m.) *Ivybridge* (p. 177) we see the charming *Erme Valley*. Beyond (43½ m.) *Cornwood* we deseend rapidly to (48 m.) *Plympton* (George), a Stannary town (p. 166), the birthplace of Sir Joshua Reynolds (1723–92), with the old grammar-school (1671) attended by him and his brother-artists Haydon (1786–1846) and Northeote (1746–1831). We then cross the *Plym* and skirt its estuary, the *Laira*. Beyond two suburban stations we enter the *Millbay Terminus* at (53 m.) **Plymouth** (sec p. 166).

B. VIÂ LYDFORD AND TAVISTOCK.

62¼ m. L & S.W R. (from Queen St. Station) in 1¾–2¾ hrs. (8/9, 4/4½). This line beyond Yeoford skirts the N. edge of Dartmoor (Rte.24). — Express from London (Waterloo) to *Plymouth* (North Road); 231 m. in 5¾ hrs. (37/4, 18/8).

The trains call at *St. David's Station* bcfore finally quitting Exeter (p. 127). Beyond (5 m.) *Newton St. Cyres* we quit the Exe and enter the valley of the *Yeo*. — 7½ m. *Crediton* (Ship ; White Hart), the birthplace of St. Boniface or Winfrid (680–755), was the original seat of the episeopal see of Devon & Cornwall (909–1050 ; p. 128). The ehancel of the long Perp. church contains a memorial to Sir Redvers Buller (1839–1908), who was born close by at *Downes*. — At (11¼ m.) **Yeoford Junction** (*Rfmts.*) diverges the line for Barnstaple (sec p. 194).

Beyond (16 m.) *Bow* Cosdon Beaeon (p. 174) appears on the left, and beyond (19½ m.) *North Tawton* we cross the *Taw* (p. 174). 22 m. *Sampford Courtenay* is a picturesque village with a Perp. church. The line now skirts the fringe of Dartmoor. — 26 m. **Okehampton** (*Rfmts.* ; see p. 174) is the junction for *Wadebridge* and for *Bude* (see pp. 190, 191), and it is a good centre for the exploration of N. Dartmoor.

Beyond Okchampton we obtain a view of its ruined castle to the right, and cross the *Ockment* by the lofty *Meldon Viaduct*. 32½ m. *Bridestowe* (' Briddystow ') ; thc village lies 1½ m. N.W. of thc station. — 35½ m. **Lydford.** The village and castle (described at p. 173) are seen to the right.

Lydford is a station also on the G.W.R. from *Launceston* to *Plymouth* (see p. 190) ; and the two lines run roughly parallel to Tavistock (see below).

At (37 m.) *Brentor* station we have a good view of *Brent Tor* (p. 166) to the right. The line skirts the *Burn*, crosses the G.W.R., and enters the valley of the *Tavy*.

42 m. **TAVISTOCK** (*Rfmts.* ; *Bedford* ; *Queen's Head* ; *South Western Commercial*, unlicensed), a friendly little town (4392 inhab.) on the Tavy, offers excellent headquarters for the exploration of W. Dartmoor (Rte. 24). Of its ancient *Abbey* (founded in 961) the chief remains are the N. gatehouse (in Bedford Square), the W. gate, with two towers (in the vicarage garden), a fragment of the cloisters (in the churchyard), and the refectory (now a Unitarian chapel). Thc fine Perp. church

of *St. Eustachius* (14th cent. ; tower 106 ft. high) contains some curious monuments. Tavistock, the centre of a once important mining-district (tin, copper, and manganese), Chagford (p. 174), Ashburton (p. 176), and Plympton (p. 165) were the four Stannary towns appointed by charter of Edward I (1239–1307) for the weighing and stamping of tin and the holding of monthly mining courts.

About ½ m. S. of the town, in front of the gatehouse of the now vanished Fitzford House, is a statue (by Boehm) of *Sir Francis Drake* (1540?–96), who was born at *Crowndale*, ½ m. farther down the Tavy (house pulled down). — The conical *Brent Tor* (1130 ft. ; view), with its votive chapel, is visited from Tavistock either by road (4 m.) or by rail viâ Brentor station (p. 165). — *Peter Tavy* (p. 173) lies 3 m. N.E. of Tavistock.

Road from Tavistock to *Princetown* and *Two Bridges*, see p. 172 ; for the G.W.R. to *Launceston* and to *Plymouth*, see p. 190.

Beyond Tavistock the L. & S.W.R. first follows the course of the Tavy and then approaches the Tamar at (48½ m.) *Bere Alston*, whence a picturesque light railway runs to Callington.

This line crosses the *Tamar* (comp. p. 170) at (1¾ m.) *Calstock* (Ashburton Hotel), with wolfram works, by means of a graceful twelve-arched viaduct (120 ft. high). 4½ m. *Gunnislake* is connected by an aerial rope railway, for the conveyance of wolfram ore, with (3 m.) *Kit Hill* (1091 ft.). From (9½ m.) *Callington* (Golding's Hotel) motor-omnibuses ply to Saltash (p. 178).

Beyond (51½ m.) *Bere Ferrers* we cross the Tavy, near its confluence with the Tamar, which is spanned just below by the *Royal Albert Bridge* (p. 169). 55½ m. *St. Budeaux* (for *Saltash*, p. 178) ; 58 m. *Devonport & Stonehouse* (pp. 169, 168) ; 59 m. *North Road* (see below) ; 59½ m. *Mutley* ; 62½ m. *Plymouth* (*Friary Terminus*).

PLYMOUTH, one of the chief seaports of England, lies at the mouths of the *Plym* and *Tamar* and at the head of *Plymouth Sound*, a capacious and sheltered roadstead, to which (with its various arms and inlets) the importance of the place is mainly due. Along with the contiguous **Stonehouse** and **Devonport,** Plymouth forms one large community known as the 'Three Towns' and containing a joint population of 213,759 (incl. c. 20,000 soldiers and sailors). It is a fortress of the first rank, with a belt of strong detached works, and as an arsenal it is second to Portsmouth only. It carries on also a large foreign and coasting trade (copper and lead ore, tin, china-clay, etc.).

Railway Stations. *Millbay Station* (Pl. B 4 ; Rfmts.), terminus of the G.W.R., near the Docks and the Hoe ; *Friary Station* (Pl. B 6 ; Rfmts.), terminus of the L. & S.W.R., in the E. part of Plymouth ; *North Road Station* (Pl. A 5 ; Rfmts.), in the N. suburb, a joint station, stopped at by most trains (hotel-omnibuses) ; *Mutley Station* (Pl. A 5), another joint station to the N.E. ; *Devonport Station* (Pl. B 3 ; Rfmts.), of the L. & S.W.R., *Devonport* (*Stoke*) *Station* (Pl. A 2), of the G.W.R. ; *Stonehouse Pool Station* (Pl. C 3 ; L. & S.W.R.), *Millbay Docks Station* (Pl. C 4 ; G.W.R.), both for special steamer trains ; *Ford* (L. & S.W.R.), *Keyham* (G.W.R.), two suburban stations.

Hotels. Duke of Cornwall (Pl. 1 ; B 4), adjoining Millbay Terminus, R. from 5/, B. 3/, L. 3/, D. 5/ ; Grand (Pl. 3 ; C 5), on the Hoe, with view of the Sound ; Royal (Pl. 4 ; B 5), Lockyer St., centrally situated ; Central (Pl. 5 ; B 5), Lockyer St. ; Albion (Pl. 8 ; B 4), R. & B. from 6/6, D. 4/6 ; Continental (Pl. 9 ; B 4), Millbay Road, R. 4/, D. 5/ ; Farley's (Pl.

7; B 4), Union St.; Lockyer (Pl. 2; B 5); Westminster (Pl. 10; B 4), The Crescent, unlicensed; Waverley (Pl. 6; B 4), temperance. — In Devonport: Royal (Pl. 11; B 2), Fore St. — In Stonehouse: Durnford (Pl. 12; C 3).

Restaurants. *Matthews*, 11 Bedford St.; *Lockyer*, see above; *Swiss Café*, opposite the Theatre Royal; *Royal Hotel*, see p. 166 (tea in the Palm Court).

Post Office (Pl. B 5), Guildhall Square. — American Consul, *Joseph G. Stephens*, 19 Wimple St.; vice-consul, *John J. Stephens*.

Cabs. Per mile, 1–2 pers. 8*d.*, per hour 2/, each addit. pers. 6*d.*; from Millbay Bay Station, with ordinary luggage 1/, from North Road Station 1/6. — *Taxicabs* 1/6 per mile, with half-fare for returning (with or without passenger). — Tramways (1*d.*, 1½*d.*, or 2*d.*) run from the *Theatre Royal* (Pl. B 5) to Devonport, Peverell, Compton, Beaumont Road, Prince Rock, and the West Hoe; from the *Guildhall* (Pl. B 5) to Devonport, Pennycomequick, and South Keyham Gates; from the *West Hoe* (Pl. C 4) to Pennycomequick (Pl. A 4); from *Morice Square* (Devonport; Pl. B 2) to St. Budeaux and to Ford Hill; and from *Fore Street* (Devonport; Pl. B 2) to Tor Lane. — Motor Omnibuses from Millbay Station to (3 m.) *Crownhill* (fare 4*d.*) and (5½ m.) *Roborough* (8*d.*), and to *Yealmpton* (p. 170; 7*d.*), to *Modbury* (p. 177; 2/) and *Bigbury-on-Sea* (3/4).

Steam Ferries from *Admiral's Hard* (Pl. C 3) to *Cremyll* (*Mt. Edgcumbe*); from *Phœnix Wharf* (Pl. C 6) to *Mount Batten*, *Turnchapel*, and *Oreston* (*Cattewater*; every ½ hr.); from *Ferry Road* (Pl. A 1) to *Torpoint* (1*d.*–2*d.*). Also from *North Corner* (Pl. B 1) to *Saltash* (every ½ hr.; 3*d.*). — Boats from 6*d.* per hr., with man 1/ (6/–10/ per day).

Steamers. Excursion steamers, see p. 169. — Passenger steamers run more or less regularly from Plymouth to *Southampton*, *Portsmouth*, *Falmouth*, *Newhaven*, *London*, *Bristol*, *Liverpool*, *Belfast*, *Waterford*, *Cork*, the *Channel Islands* (see p. 101), and *Treguier* or *Morlaix* (for Brest). — Plymouth is a port of call for the Atlantic steamers of the *American* and *White Star Lines* (p. lviii) and of many large liners plying between England and her Colonies.

Theatres. *Royal* (Pl. B 5), George St.; *Grand* (Pl. B 4), Union St., Stonehouse; *Repertory* (Pl. B 5), Princess Sq. — Music Halls. *Palace*, Union St., Plymouth; *Hippodrome*, Fore St., Devonport.

History. Plymouth was first fortified in the 14th cent. and has ever since played an important part in the maritime and naval history of England. It supplied seven ships to fight the Armada (1588), and it was in Plymouth Sound that the British fleet awaited the arrival of the Spaniards. It was the starting-point of many of the expeditions of Drake, Humphrey Gilbert, Cook, and Hawkins (a native of the town). It was the last port touched by the Pilgrim Fathers on their way to America (comp. p. 81); and here, standing on the 'Mayflower' slab (see p. 168), the mayor welcomed in June, 1919, the crew of the American seaplane NC 4, the first aircraft to cross the Atlantic. In the Civil War Plymouth sided with the Parliamentarians, and it was the only town in S.W. England that escaped capture by the Royalists.

The ***Hoe** (Pl. C 5), a fine elevated esplanade overlooking the Sound, on which Drake is said to have been playing bowls when the Spanish Armada hove in sight, is reached from the centre of the town viâ Lockyer St. (Pl. B 5). Here stand the unsatisfactory *Armada Tercentenary Memorial* (1890), a statue of *Sir Francis Drake* (1884; a replica of that at Tavistock, p. 166), and *Smeaton's Tower* (adm. 1*d.*), the upper part of the third Eddystone Lighthouse, set up here in 1882–84 (comp. p. 169). The striking view from the Hoe (best from Smeaton's Tower) extends in clear weather to the Eddystone, 14 m. S. Below the Hoe are the *Bathing Beach* and the *Promenade Pier* (adm. 2*d.*; daily concerts). To the E. of the Hoe are the *Citadel* (Pl. C 5), erected in the reign of Charles II, and (below) the *Marine Biological Laboratory*,

with an aquarium (open daily 10–6 ; adm. 6*d.* ; on Wed. and Sat., 2–6, 2*d.*).

From the Citadel or the Aquarium we make our way to *Sutton Pool* (Pl. B 6), with the picturesque quay known as the *Barbican*, where the trawlers land their fish. The sailing of the 'Mayflower' in 1620 is here commemorated by a slab in the roadway and an inscription on the parapet of the pier at the S. end. Ferry from Phœnix Wharf across the Cattewater, see p. 167.

From the Barbican we proceed through a quaint bit of Old Plymouth, viâ Southside, Notte, and St. Andrew's Streets, to Guildhall Square, with **St. Andrew's** (Pl. B 5), the mother church of Plymouth, a restored Perp. structure of the 15th cent., with a good tower.

Among the monuments in this church are a good relief by Westmacott commemorating *Dr. Woollcombe* (d. 1822), a bust by Chantrey of *Zachariah Mudge* (d. 1769), and a marble tablet to *Charles Mathews* (1776–1835), the actor (W. end of N. aisle). The heart of *Admiral Blake* (1599–1657) is said to be interred behind the S. choir-stalls.

In Guildhall Sq. are also the *Municipal Offices* (N. side), with a contemporary portrait of Sir Francis Drake (p. 167 ; "fellow traveller of the Sunn") in the Mayor's Parlour, and the **Guildhall** (S. side ; open 10–5), with a fine hall 148 ft. long, the stained-glass windows in which represent scenes from Plymouth history (sailing of the 'Mayflower,' Drake hearing of the approach of the Armada, etc.). Organ recital on Thurs. at 3 p.m. (adm. 4*d.*) ; concert on Sat. at 8 p.m. (adm 6*d.* and 3*d.*). — The *Clock Tower* (Pl. B 5), at the junction of Lockyer St. and George St., a little to the W. of Guildhall Sq., is the focus of the tramway system.

Close by are the *Theatre Royal* (p. 167), with its Ionic portico, and the *Athenæum* (Pl. B 5), containing a collection of Dartmoor antiquities and a gallery of art (daily 10–3 ; adm. 3*d.*, free on Sat. morning and Wed. afternoon). About ⅓ m. N. of the Guildhall, in Tavistock Road, are the *Free Library* and *Museum & Art Gallery* (daily 10–7, Sun. 2–4 or 3–5), containing paintings by Reynolds and prints and drawings by Leonardo da Vinci, Correggio, Rubens, Ruysdael, and other masters.

To the W. of Plymouth proper, partly on the other side of *Mill Bay* (Pl. C 4), lies **Stonehouse**, the one object of general interest in which is the *Royal William Victualling Yard* (Pl. C 3), an immense establishment, 13 acres in extent, constructed (1835) at a cost of £1,500,000 and containing everything necessary for supplying the commissariat of the navy. We reach it viâ Durnford St., passing the *Royal Marine Barracks* (Pl. C 3), and enter by a gate surmounted by a colossal statue of William IV. Visitors are shown round 10–12 and 2–4 (Sat. 10–12 only). — On *Stonehouse Lake* or *Creek*, to the N., stands the *Royal Naval Hospital* (Pl. B 4).

In Wyndham St., a little to the E., is the *Roman Catholic Cathedral* (Pl. B 4), a modern Gothic building (E.E.) with a lofty spire.

That part of Plymouth formerly constituting the borough

of **Devonport** (Pl. B, C 2, 3) lies to the W. and N. of Stonehouse Creek, and is easily reached by tramway (see p. 167) or (more attractive) by small boat (fare 3*d.*) from the *Admiral's Hard* (Pl. C 3) in Stonehouse to the *Admiral's Stairs*, below Mt. Wise (see below). Its important naval and military establishments are usually open to visitors.

The *Dockyard* (Pl. B, C 1, 2), with accommodation for the largest vessels, covers an area of 240 acres and fronts on the *Hamoaze*, or estuary of the Tamar, which is reserved as a harbour for vessels of war. Farther to the N. are the *Gun Wharf* (Pl. A 2), with an interesting armoury, and the *Keyham Steam Yard* (Pl. A 1), for the refitting of vessels and the construction of engines and boilers. The latter contains graving docks, a huge crane, a mighty steam-hammer, and naval barracks. In Keyham likewise is the *Royal Naval Engineering College* (350 cadets). — In Fore St. is the *Sailors' Rest*, with accommodation for 1000 men, founded by Miss Agnes Weston (d. 1918). On the W. bank of Stonehouse Creek is the *Military Hospital* (Pl. B 3). Excellent views are obtained from the *Devonport Column* (adm. 2*d.*, key at Surveyor's Office, Ker St.), adjoining the *Town Hall* (Pl. B 2), and from *Mt. Wise* (Pl. C 2, 3), on which are the official residences of the General in Command and the Port Admiral.

Excursion-steamers in summer ply in normal times to various points on Plymouth Sound and up the estuaries of its rivers, while other points are conveniently reached by steam-ferry. The (2¼ m.) ***Breakwater** protecting the entrance of Plymouth Sound may be visited by small boat (p. 167) or by steamer (6*d.*, landing 1*d.*), passing *St. Nicholas* or *Drake's Island* on the way. The huge granite structure, 1 m. long, with a lighthouse (gratuity) at one end and a beacon at the other, was built in 1812–41 at a cost of over £1,500,000. On the inner side of it is a circular fort, and the channels at the ends are commanded by strong land forts. — Other steamers make excursions round the ***Eddystone Lighthouse**, 14½ m. S. of the Hoe (1/3; visitors not landed at the lighthouse). The present lighthouse, 135 ft. high, was built by Sir James Douglas in 1878–82, at a cost of £80,000; its light (two flashes every ½ min.) is visible for 17 m. Of its three predecessors, the first, built by Winstanley in 1696–1700, was swept away by a storm in 1703, the second, of wood, was destroyed by fire in 1755, and the third, Smeaton's lighthouse (94 ft. high; comp. p. 167), was removed in 1882 owing to the action of the sea on the reef supporting it.

On the Cornish peninsula opposite Stonehouse (ferry from Admiral's Hard to Cremyll, 1*d.*) is ***Mount Edgcumbe** (Pl. D 2), the seat of the Earl of Mount Edgcumbe. The mansion-house (16th cent.), with portraits by Reynolds, and the gardens are not shown, but the finely wooded park, commanding beautiful views, is open free on the first Sat. of each month and on Wed. in the other weeks. — On the E. side of the *Laira*, or estuary of the *Plym*, reached by bridge or by ferry to *Oreston* from Phœnix Wharf (2*d.*), is (3 m.) **Saltram House** (Earl of Morley), which contains a great array of Reynolds portraits and other fine pictures (special permission needed). On Sun. and Thurs. visitors may cross the beautiful park to (1 m.) *Marsh Mills* (p. 171) and return thence to Plymouth by train. Or they may go on through *Bickleigh Vale* (p. 171) to (4½ m.) *Bickleigh* and entrain there.

The attractive excursion up the *Tamar* to (19 m.) *Weir Head* takes half-a-day by steamer (return-fare 1/9). Steering through the *Hamoaze* (see above), between Devonport (r.) and Torpoint (l.) we leave the mouth of the Lynher (p. 170) on the left, and enter the Tamar proper, the boundary between Devon and Cornwall. We pass under the *Royal Albert Bridge* of the G.W.R. (built by the younger Brunel in 1859; nearly ½ m. long, 100 ft. above high water), at the W. or Cornish end of which lies (4 m.) *Saltash* (p. 178). Above the bridge the river expands

into a lake ¾ m. wide, with the *Tavy* estuary to the right and Great Mis Tor (p. 173) visible in the distance to the N.E. At *Landulph* (left) is the tomb of Theodore Palæologus (d. 1636), a descendant of the Byzantine emperors. On the same side, round the next bend, is *Pentillie Castle*, with its charming grounds. 7 m. *Cotehele Quay* (left), where the river narrows, is the landing-place for *Cotehele House* (Earl of Mount Edgcumbe), an early Tudor mansion kept as far as possible in its original condition (usually shown on application). The river bends to the right. 14 m. *Calstock*, with its railway viaduct, see p. 166. The river makes a wide loop (3 m.) to the right and passengers usually have time to walk (1¼ m.) across its neck to (7 m.) *Morwellham Quay* (Ship Inn), about 1 m. short of the **Morwell Rocks* (r.; 300 ft.). At (19 m.) *Weir Head* we are within 3½ m. of Tavistock (p. 165; to the N.E.). The fine scenery higher up is accessible by small boat only.

Another river-steamer ascends the *Lynher* or *St. Germans River* to *Port Eliot* in summer (1/3). Soon after quitting the Hamoaze (comp. p. 169) we see *Antony House* (1721) on the left and *Trematon Castle* on the right. About 4 m. farther on the beautifully wooded river splits into several arms, and on a point between two of these lies the little town of *St. Germans* (rail. station, see p. 179), just above which, on the N. branch (the Tiddy), is *Port Eliot*, the seat of the Earl of St. Germans, containing portraits by Reynolds. The picture-gallery and the park are usually shown on application at the estate-office.

The beautiful *Yealm Estuary*, to the W. of Plymouth, is perhaps best reached by G.W.R. rail motor from Plymouth to (8 m.) *Steer Point*, whence a steam-launch plies down the estuary to (2 m.) **Newton Ferrers** (*River Yealm Hotel*; *Dolphin*), an attractively situated village with an interesting church, and to *Noss Mayo*. In summer a steamer from Plymouth (1/3) ascends the estuary to *Yealmpton* (pron. 'Yamton'; Yealmpton Hotel), at its head, the terminus of the rail motor.

From Plymouth to *Truro* and *Penzance*, see Rte. 25; to *Princetown* (Dartmoor), see p. 171; to *Newquay*, see p. 189; to *Launceston* viâ Lydford, see p. 190; to the *Channel Islands*, see Rte. 15.

24. DARTMOOR.

DARTMOOR is an elevated district in Devonshire rather over 200 sq. m. in extent, measuring 23 m. from N. to S., and 10–12 m. from E. to W. The mean elevation is about 1400 ft. but some of the hills are over 1800 ft. high, and two of them exceed 2000 ft. (see p. 174). The masses of granite known as 'Tors,' which crown many of the hills, are characteristic features. The streams are many, bright, and rapid, with numerous pools and 'stickles' and afford good trout fishing. Cattle and sheep are pastured on Dartmoor during summer, and the semi-wild Dartmoor ponies roam over it all the year round. The central portion (about 50,000 acres) forms what was anciently the royal 'Forest of Dartmoor,' and is an appanage of the Duchy of Cornwall. Henry III gave it to his brother Richard, and it then became a 'chase' (comp. p. 95), though it is still always referred to by its ancient title. The air on Dartmoor is pure and bracing, the scenery wild and romantic, and its antiquities include the rude stone remains of a primitive population, traces of early Saxon immigration, vestiges of the 'tinners,' and stone crosses sometimes indicating the way to other-day religious houses on its borders.

Two main roads, intersecting at Two Bridges (p. 172), cross the moor: one leading from Tavistock (p. 165) to Ashburton (p. 176), and the other from Plymouth (p. 166) to Moreton Hampstead (p. 175). It is to the N. and S. of the district through which these roads run that the wilder parts of Dartmoor are situated. The pedestrian is advised to provide himself with a good map and compass; to refrain from attempting to cross swampy spots; to make for a valley if overtaken by a mist; and to remember that recent heavy rain is apt to make the streams impassable. — Comp. *Wm. Crossing*'s 'Guide to Dartmoor' (5 parts at 6*d.* each) and the novels of *S. Baring Gould* and *Eden Phillpotts*.

opyright

John Bartholomew

a. From Plymouth to Yelverton and Princetown.

21¼ m. G.W.R. (Launceston branch-line) in 1¼ hr. (3/6, 1/9½). Carriages are changed at Yelverton.

Plymouth (Millbay Terminus), see p. 166. We diverge to the N. (left) from the Exeter line after crossing the *Plym* (see p. 165). 4 m. *Marsh Mills*. 5½ m. *Plym Bridge Platform* is the halt for **Bickleigh Vale*, a romantic wooded valley through which a path (formerly open on Mon., Wed., & Sat.; now temporarily closed) leads on the right bank of the Plym towards (3 m.) Bickleigh. — 7¾ m. *Bickleigh*, a small village, has an ancient church-tower with crocketed pinnacles. — About ½ m. E. of (8½ m.) *Shaugh Bridge Platform* is the fine cliff known as the *Dewer Stone* (r.; comp. p. 177). — 11½ m. **Yelverton** (*Rock Hotel*, pens. 70/-75/ per week; *Yelverton*; several private hotels), where the Princetown line diverges from that to Lydford and Launceston (p. 190), lies on the edge of *Roborough Down*, and is a good starting-point for exploring the W. part of Dartmoor.

Walks. We follow the road to the S. past *Roborough Rock*, diverge to the right after 2¼ m. (just beyond the 7th milestone from Plymouth), and in ¼ m. more reach another road running N.W. past one of the entrances to (1¼ m.) *Buckland Abbey* (l.), a Cistercian house founded in 1280 and now the residence of Lord Seaton. It was purchased in 1581 by Sir Francis Drake, some interesting memorials of whom are preserved here (no adm.). The scanty remains of the original buildings include the church-tower, some doorways and pillars, and the monks' barn. About 1 m. farther on is the village of *Buckland Monachorum* (fine Perp. church) whence a field-path runs N.E. to (1 m.) *Roborough Down*, reaching it ½ m. W.S.W. of *Horrabridge Station* (p. 190).

Another good walk is as follows. A lane near the Rock Hotel leads E.S.E. to (1½ m.) *Meavy*, with an old village cross and an oak 25 ft. in girth. Hence we proceed to the E., viâ (½ m.) *Marchants Cross*, to (¾ m.) *Sheepstor*, with its 15th cent. priest's house, the tomb of Sir James Brooke, Rajah of Sarawak (d. 1868), and an ancient bull-ring. In the S. side of the tor that gives name to the village is the so-called *Pixies' Cave*. About 2 m. S.E. are the *Thrushel Combe* or *Drizzlecombe Antiquities* (p. 172). To the N.W. of Sheepstor is *Burrator Lake* (constructed as a storage reservoir for Plymouth), which we leave to the right. At the W. end of the dam we turn to the left and follow the road past *Yennadon Down* (see below) to (2 m.) *Dousland* (see below), 1¼ m. N.E. of Yelverton.

Beyond Yelverton the interesting line rapidly ascends, with many curves producing a kind of kaleidoscopic effect on the views from the train, and at Princetown it reaches the highest level (1373 ft.) of any railway in England. — 13 m. *Dousland* (Manor Hotel; Baron's Private Hotel), the station for *Walkhampton* (14th cent. church-house) and *Burrator*. The line sweeps round *Yennadon Down*. To the right are the valley of the *Mew*, *Sheeps Tor* (see above), and *Burrator Lake* (see above), with a particularly fine grouping of the tors. Skirting some granite quarries and *King Tor* (r.), we reach the headwater of the Mew.

21½ m. **Princetown** (1375 ft.; *Duchy Hotel*; *Tooker's*; *Dartmoor Café*), situated just within the W. boundary of Dartmoor Forest, is an excellent centre for the explorer of its central and W. districts. It owes its existence to the *Prison* opened in 1809 for French and American prisoners of war, the total number at

one period being over 9000. The church was built and fitted up by the prisoners (1814), and contains a memorial window presented in 1910 by the U.S. Society of Daughters of 1812. In 1850 the building was re-opened as *Dartmoor Convict Prison* (not shown), and during the War it was used for 'conscientious objectors.' Part of the adjacent district has been brought under cultivation by convict labour.

Visitors are recommended to begin their excursions with **Two Bridges** (*Two Bridges Hotel*), 1½ m. N.E., just below the confluence of the *West Dart* and the *Cowsic*, the valley of the latter being particularly charming. On the Dart, 1¾ m. N. of Two Bridges, is *Wistman's Wood*, one of the few old groves of oaks that still linger on the Moor. About ¾ m. N.E. of Two Bridges, to the left of the Moreton Hampstead road and 300 yds. from a ruined cottage, is *Crockern Tor*, where the 'Tinners' Parliament' was formerly attended by representatives of the four original Stannary towns (p. 166).

Other excursions may be made to *Dunnabridge*, 2½ m. E. of Two Bridges; to **Dartmeet*, about 2 m. farther E., where the E. and W. Dart unite; to *Hexworthy* (Forest Inn), a fine point of view, 4 m. E.; to *Childe's Tomb*, 3 m. S.E.; and to *Siward's Cross*, 2½ m. S.S.E., mentioned in 1240, and bearing the inscriptions 'Siward' and 'Boc Lond.' — Good walkers may proceed to the S. viâ (¾ m.) *Tor Royal*, (2 m.) *Siward's Cross*, and (1½ m.) an old mine on *Harter Tor*, to (1 m.) the *Thrushel Combe* (locally *Drizzlecombe*) *Antiquities*, on the Plym, which include two fine menhirs, and go on thence W. to (2 m.) *Sheepstor* village (p. 171).

From Princetown a motor-coach plies daily in summer to (13½ m.) *Moreton Hampstead* (comp. p. 175). — From Princetown to *Okehampton*, see p. 173; to *Ivybridge*, see pp. 177, 178.

b. From Tavistock to Princetown by Road.

This is an interesting walk or drive of 7½ m.

We leave *Tavistock* (p. 165) by the E. road, pass *Mount Tavy*, and reach the open country at (2¾ m.) *Pork Hill*. On the left is *Cocks' Tor* (see below), and to the right are *Barn Hill*, *Feather Tor*, and the sphinx-shaped *Vixen Tor*. Farther on (l.) are the three *Staple Tors* (1482 ft.) and *Roose Tor*, about 1 m. N.E. of which is *Langstone Circle*. From (1¾ m.) *Merivale Bridge* (Dartmoor Inn), over the *Walkham*, the road ascends. Not far up to the right, on *Long Ash Hill*, are the *Merivale Antiquities*, which include a menhir and two double stone rows (850 ft. and 590 ft. long), with indications of a third. On the N. (l.) side of the road hut circles extend along the side of the hill towards Great Mis Tor (p. 173). At (c. 2 m.) *Rundle Stone Corner* the road forks, one branch leading due E. to (2 m.) *Two Bridges* (see above), while the other (r.) runs past the convict prison (l.) to (1¾ m.) *Princetown* (p. 171).

c. From Princetown to Lydford.

12 m. This is an easy walk, mostly across the moor, with good going and no steep hills.

From Princetown to (3¾ m.) *Merivale Bridge*, see above. From a point about 1 m. farther on, where a water-course runs under the road, we strike N.N.W. over the common to (½ m.) *Cocks' Tor* (1452 ft.; view). A lane on the N. side of the hill on which the tor stands leads from the common to (¾ m.) a farmhouse whence a path runs W. to (½ m.) **Peter Tavy Combe*, with its charming cascades. About ½ m. from

the lower end of the combe is the village of *Peter Tavy*, from the church of which a lane runs N. to (1 m.) *Mary Tavy* (p. 190). Passing through this village, we follow the highroad N. through Blackdown for c. 1¼ m., and then take a rough track to the left, which crosses the shoulder of *Gibbet Hill* (1159 ft.) to (1½ m.) a gate near *Lydford Station* (p. 165). Here we turn to the right into a road running N.E. to (1¼ m.) *Lydford Village*.

Lydford (*Manor Hotel*, near the station; *Dartmoor Inn*; *Lydford House*, private hotel) is a small village with c. 350 inhabitants. At its S. end is the ruined keep of *Lydford Castle*, where the Forest Courts were believed to act in accordance with the maxim "first hang and draw, then hear the cause, is Lydford Law." It contained the 'Stannary' prison (p. 166). The beautiful ravine of **Lydford Gorge* (adm. 6*d*.), 1 m. S., is spanned by a single-arch bridge, whence a lane runs S.W. to (1 m.) the Manor Hotel, in the grounds of which is the *Lydford Cascade*, c. 100 ft. high (adm. 2*d*.).

To reach **Tavy Cleave*, a deep rocky valley on Dartmoor, with bold tors on its W. side, we follow a green path leading E. across the common behind the Dartmoor Inn (1½ m. N.E. of the village). We cross the *Lyd* by (¾ m.) stepping-stones and proceed E. to (¾ m.) *Doe Tor* and S.E. to (¾ m.) *Hare Tor*, whence we descend S.E. to (½ m.) the Cleave.— Another pleasant walk, crossing the Lyd ½ m. N.E. of the Dartmoor Inn (stepping-stones), ascends to (½ m.) *Bra Tor*, which is in full view from the stream. This walk may be extended to (1 m. N.E.) *Great Links Tor*. — A fine moorland walk leads E. from Bra Tor to (2 m.) *Rattle Brook* and thence to (7 m.) *Okehampton* as described below.

From Lydford to *Plymouth*, see pp. 165, 166; to *Launceston*, see p. 190.

d. From Princetown to Okehampton.

16 m. This is a fine moorland route for robust walkers. There is no very heavy ground, and the ascents are gradual.

From Princetown to (1¾ m.) *Rundle Stone*, see p. 172. We then strike N.N.W., keeping close to the wall of an enclosure on the right during part of the way, to (1½ m.) *Great Mis Tor* (1761 ft.), with its fine rock-basin. From the tor we descend N.E. to (1 m.) the *Walkham*, the left bank of which we ascend passing (but not crossing) a (1 m.) ford, to (1 m. farther) a bend, where we cross the stream. We then keep a course a little to the W. of N., which brings us to (1½ m.) the *Tavy*, just above a ford where it receives a stream from the N.E. Our line now lies N.N.W. over *Watern Oke* (½ m. W. of the head of Tavy Cleave, see above) to (1¼ m.) *Rattle Brook*, which we ascend (by either bank) to (1½ m.) its source. Thence we cross the ridge to the N. and (keeping a little to the E. of N.) descend to the left bank of the *West Ockment*, under (1¼ m.) *Black Tor*, which rises high above the right bank. About ½ m. downstream is the **Island of Rocks*, just above which is a fine cascade. We descend the left bank to (½ m.) a point where the river bends towards the E., and about ½ m. farther on we reach some stepping-stones. Here (or at a footbridge lower down) we cross to the right bank, and soon reach (½ m.) *Meldon Viaduct* (p. 165). A path running N. through the old park brings us to (2¼ m.) Okehampton.

Okehampton (*Rfmts.*; *White Hart*, R. 4/, D. 3/6, pens. 10/6; *Plume of Feathers*; *London*), a small town (3175 inhab.) with an important artillery camp, situated at the confluence of the *East* and *West Ockment* and on the Exeter and Plymouth railway (p. 165). *Okehampton Castle*, about ½ m. W., has some late-Norman work in the keep (adm. 3*d.*).

Yes Tor (2027 ft.; *View) and *High Willes* or *High Willhays* (2039 ft.; higbest point on Dartmoor) rise c. 4 m. S. of Okehampton and may be ascended thence in 2–3 hrs. A red flag on Yes Tor indicates danger from artillery practice. — An attractive walk leads viâ *Tongue End* to *Belstone* (Tors Hotel), 3¼ m. S.E. of Okebampton (fine tors), and thence to (1½ m.) *Sticklepath* (see below), on the Chagford road.

From Okehampton to *Ivybridge* across the Moor, see p. 177.

Another fine cross-moor route (c. 14 m.) from Princetown to Okehampton viâ *Cranmere Pool* is described in the reverse direction at p. 177.

e. From Okehampton to Chagford by the Moor.

This is an easy walk of 10½ m., over good ground.

We follow the Row Tor road (p. 177) for 1½ m. and then diverge to the left. Keeping the *Blackaven* to the right, we reach (½ m.) a ford and stepping-stones on the *East Ockment*. Thence we cross the ridge S.E. to (1 m.) the *Taw* and ascend its left bank to (¾ m.) its junction with a stream from the S.E. We cross the streams and proceed E. to (1 m.) *White Moor Circle*. About 1¾ m. farther on, in the same general direction, we reach the road (see below), which we follow S.E. to (½ m.) *Moortown*. A lane runs hence, first S. and then E., to (1 m.) *Gidleigh*, with the keep of an Edwardian castle. From this point a road leads E. to *Murchington* and (2½ m.) *Chagford*.

Moortown may be reached from Okehampton also by road (11 m.) viâ (3½ m.) *Sticklepath* and thence across the *Taw* and round the base of *Cosdon* or *Cawsand Beacon* (1799 ft.; view). In normal times a coach plies by this route to *Berry Down*.

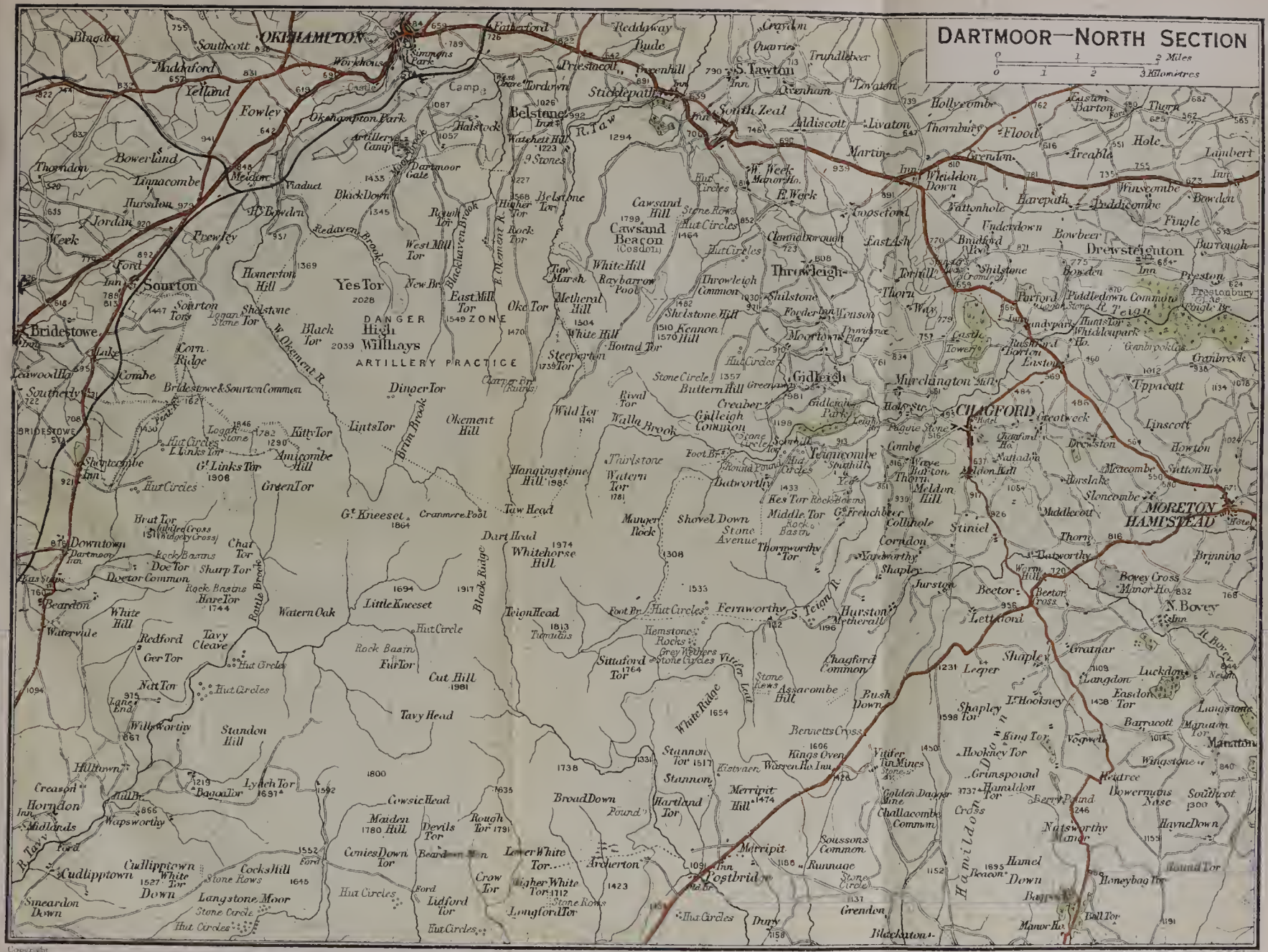
Chagford (*Moor Park*, pens. from 63/ per week; *Three Crowns*; *Central*, private), an old Stannary town (p. 166) with 1460 inhab., is a good starting-point for excursions on N. or E. Dartmoor.

There are regular motor services between Chagford and *Moreton Hampstead* (p. 175; fare 9*d.*), *Exeter* (p. 127; thrice weekly), and *Okehampton* (see above; Mon., Wed., & Sat. in summer). Excursion coaches start daily in summer for drives across Dartmoor (fare c. 5/, box-seat 1/ extra).

Walks. A pleasant round may be taken viâ *Teigncombe*, 2½ m. W. of Chagford, to (1½ m.) tbe stone remains uear *Kes Tor* (1433 ft.), and thence N. to (1 m.) the *Scorhill Circle* and *Wallabrook Clapper*, and back viâ (1 m. N.E.) *Gidleigh* (see above). A longer walk leads S.W. to (4⅓ m.) *Fernworthy* and (1½ m.) the *Grey Wethers*, two stone circles near the head of the South Teign. — *Cranmere Pool* (p. 177) lies 7½ m. W. of Chagford, and thence the moorland walker may push on to Okehampton (see above; 6½ m. N.), Lydford (p. 173; 5½ m. W.), or Two Bridges (p. 172; 7½ m. S.). — *Cosdon Beacon* (see above) rises 6 m. N.W. of Chagford viâ Gidleigh. — Other points of interest are *Cranbrook Castle* (an ancient camp) and **Fingle Bridge*, 3–4 m. N.E.; *Rushford Castle*, a modern erection c. 1 m. N.; and the *Drewsteignton Dolmen*, c. 2½ m. N. **Grim's Pound*, 4½ m. S., is a good example of a British walled settlement, containing a score or so of hut circles.

f. From Chagford to Ashburton.

1. Viâ Beetor Cross, 12¾ m. The road leads to the S. by *Meldon Hill* to (2½ m.) *Beetor Cross*, on the Princetown road



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whence we follow the lane to the S. A turning (¾ m.) on the left leads to *North Bovey* (1½ m.), with its ancient oaks and village cross; and 1 m. farther on, on the same side, is a road leading to *Manaton* (1½ m.), a delightful village (fine views), near *Lustleigh Cleave* (see below). About ½ m. farther on a road diverges to the right for (3 m.) *Widecombe-in-the-Moor*, a beautifully situated village associated with the song of 'Widecombe Fair'; but our route continues straight on to the S. We soon reach the common, where we have a view of the curious rock-pile of *Bowerman's Nose*, ½ m. to the left. Passing through (1¼ m.) *Swine Down Gate*, we follow the road due S., with *Hound Tor* close by on the left. Farther on we have a good view of *Hey Tor* (p. 176; l.). We pass (2 m.) *Hemsworth Gate* and *Rippon Tor* (p. 176; both on the left) and continue due S. to (2¾ m.) *Welstor Cross*, beyond which we descend the hill S.E., with a plantation on our right, to (2 m.) *Ashburton* (p. 176).

2. Viâ Moreton Hampstead and Bovey Tracey. The road at first leads E. to (1½ m.) *Easton* and then runs to the right (S.) for (3 m.) **Moreton Hampstead** (rail. stat., see p. 161; *White Hart*; *White Horse*), a small market-town (1543 inhab.), and a good starting-point for the moorlands near the *Teign*.

Fingle Bridge and *Cranbrook Castle* (see p. 174) lie about 3 m. N., and *Lustleigh Cleave* (see below) 3 m. S.

From Moreton Hampstead a good road leads S.W. through the centre of Dartmoor to (13½ m.) *Princetown* (p. 171; motor coach daily in summer), passing (3½ m.) *Beetor Cross* (p. 174), (3½ m.) *King's Oven*, (2 m.) *Post Bridge* (Inn, temp.), with an admirable example of a 'clapper' (i.e. rude stone) bridge, and (3½ m.) *Two Bridges* (p. 172).

Beyond Moreton Hampstead we follow the main road for 3½ m. more and then take the narrow road to the right, leading to (½ m.) **Lustleigh** (rail. stat., see p. 161; *Cleave Hotel*, pens. 63/ per week), with its famous **Cleave*, a moorland valley 1 m. W. of the station. On the tor first reached from the latter is a rocking-stone known as the *Nutcrackers*, about 1 m. W. by N. of which is *Little Silver*, a thatched cottage in a charming nook, whence a path leads up through the wood to (¾ m.) *Manaton* (see above).

From Lustleigh we proceed S. by a path along the stream and by a pleasant lane to (3 m.) **Bovey Tracey** (rail. stat., see p. 161; *Union*; *Dolphin*), a town of 2693 inhab. affording good headquarters for excursions in S.E. Dartmoor and the lower Teign valley (E.). The church was built by William de Tracy, one of the murderers of Thomas Becket, to whom it is dedicated.

John Cann's Rocks, 1 m. N.W., and *Bottor Rock*, 1½ m. N.E., are two good points of view. — Excursion coaches (5/) run daily in summer from the station to *Buckland* (p. 176), *Widecombe* (see above), *Becky Fall* (see below), and *Grim's Pound* (p. 174). The routes are varied daily; local time bills should be consulted.

Leaving Bovey Tracey, we take the road ascending W. from the railway station. The (1 m.) second turning on the right is the road to **Becky* or *Becka Fall* (3 m.), a series of charming cascades about 1 m. S. of Manaton (see above). Our road continues to ascend and beyond *Yarner Wood* (N.) reaches

(3½ m.) *Hey Tor Down.* On the right rises the double-headed *Hey Tor* (1491 ft.) and on the left *Rippon Tor* (1563 ft.), two good points of view. At *Hemsworth Gate*, about 5 m. from Bovey Tracey, we join the route described at p. 175.

Ashburton (rail. station, p. 164 ; *Golden Lion*, R. & B. from 6/. D. 3/6 ; *London*), a ' Stannary ' town (p. 166 ; 2494 inhab.), with a fine church (late Dec. to early Perp.), is a good starting-point for the moor to the E. and W. of the Dart, below Dartmeet.

The chief excursion from Ashburton is the circular tour (c. 10 m.) through the **Buckland Drives* (open, to carr. only on Tues., Thurs., and Sat. ; walkers excluded) and *Holne Chase* (closed at present). We follow the Tavistock road (to the N.W.) for c. ¾ m., then take the right branch at the fork. After about 3½ m. from Ashburton we reach *Buckland-in-the-Moor* (E.E. church), at the foot of *Buckland Beacon* (1282 ft. ; view). We then descend (l.) to (1 m.) *Buckland Bridge*, where the *Webburn* joins the Dart, ½ m. above the crag called the *Lovers' Leap*. Hence we follow the road to the S.W., with the Dart on our left, to (1 m.) the *New Bridge*. Crossing this we proceed E. to (1½ m.) *Holne Bridge*, where we rejoin the Tavistock road, about 2 m. from Ashburton.

Other points often visited from Ashburton (all to the N.W.) are *Widecombe in-the-Moor* (p. 175), 6¾ m. ; *Rippon Tor* (see above), 4½ m. ; *Hey Tor* (see above), 6 m ; and *Dartmeet* (p. 172), 8 m., viâ New Bridge and Pound's Gate.

g. From Ashburton to Ivybridge.

1. By Road, 13 m. (carr. 15/–20/). The road at first runs S. to (2 m.) *Dart Bridge*, c. 1 m. N.W. of which, on the right bank of the Dart, is *Buckfast Abbey*, founded in the 10th cent., refounded in 1137, and rebuilt by French Benedictines in 1883. — We cross the Dart (road to Totnes diverging left) and reach (¾ m.) *Buckfastleigh* (rail. stat., see p. 164 ; King's Arms), a small serge-making place (2520 inhab.). — 1¾ m. *Dean Prior*. Here Herrick (1591–1674) was rector in 1629–47 and again from 1662, and here he is buried (modern monument in the church). About 2 m. farther on the road crosses the railway, with which it then runs parallel more or less closely. — From the (1½ m.) fork the right branch runs to (½ m.) *South Brent* (rail. stat., see p. 164 ; Anchor ; Royal Oak), which may be made a starting-point for the important prehistoric antiquities in S. and S.E. Dartmoor. **Brent Hill* (1017 ft.), 1 m. N., and *Ugborough Beacon* (1233 ft.), 2 m. W., are good points of view. The romantic scenery of the **Dean Burn Valley*, 3 m. N., repays a visit. — 5 m. *Ivybridge*, see p. 177.

2. Over the Moor, viâ Holne, 15½ m. We follow the Tavistock road to a point 1 m. beyond *Holne Bridge* (see above ; 2 m. from Ashburton) and then take a narrow road to the left. 1½ m. *Holne* (Church House Inn), a picturesquely situated village, was the birthplace of Charles Kingsley (1819–75). Here, beyond the *Moor Gate*, we diverge to the left from the road (which goes on to *Hexworthy*, p. 172) and proceed S.W. across the common to (1½ m.) the *Mardle*. We cross the stream and strike S. to (1 m.) *Pupers* and (1 m.) *Hickaton Hill*, with its fine pounds and hut circles. To the S. of the hill flows the *Avon*, which we take as our guide to (2 m.)

**Shipley Bridge*. Hence a lane descends the valley to (2½ m.) *South Brent*, where we join the route described on p. 176.

Ivybridge (rail. stat., see p. 165; *London Hotel*; *King's Arms*), a picturesquely situated village (1575 inhab.), derives its name from the old bridge over the *Erme*. It is a good hunting centre and a convenient starting-point for excursions on S. Dartmoor. An omnibus runs twice daily to (5 m.) *Modbury* (motor-omnibus thence to Plymouth, see p. 167).

Pleasant walks may be taken in the beautiful *Ivybridge Woods* (right bank of the Erme) and to (1½ m.) *Hangher Down*, the (1½ m.) *Western Beacon* (1088 ft.), and (2¾ m.) *Harford Bridge* and *Church* (p. 178). From the last a fine moorland walk leads along the right bank of the Erme to (3 m.) the *Stall Moor Circle*, and thence follows the stone row to the N. till it crosses the river near *Erme Pound* (left bank). Close by are some fine examples of hut pounds.

Railway from Ivybridge to *Plymouth*, see p. 165.

h. From Ivybridge to Shaugh Prior.

This is an easy walk of c. 8 m.

From the church a lane to the left leads to (3 m.) *Cornwood* (rail. stat., p. 165), whence we follow the road N.W. to (2 m.) *Tolch Moor Gate*, with the fine heights of *Pen Beacon* (1407 ft.) and *Shell Top* (1546 ft.) on the right. At a guide-post about ¼ m. farther on we take the road to the left (W.). After crossing (2 m.) a road, which runs S. (left) to *Plympton* (4 m.; p. 165) and N. (right) to *Dousland* (5½ m.; p. 171), we hold to the right and reach (½ m.) *Shaugh* or *Shaugh Prior* (White Thorn Inn), a small village above the junction of the *Mew* (*Meavy*) and the *Plym*, 1½ m. from *Shaugh Bridge Platform* (p. 171) and 2 m. from *Bickleigh* (p. 171). The picturesque **Shaugh Bridge*, ¾ m. W. of the village, is ½ m. S. of the *Dewer Stone* (p. 171), which rises from the bank of the Plym.

From Shaugh Bridge Platform to *Plymouth*, see p. 171.

i. From Okehampton to Ivybridge across Dartmoor.

This long day's walk (c. 27 m.) leads through the wilder parts of Dartmoor. The ground round the sources of the West Ockment and the East Dart is heavy, but in dry weather it presents no difficulties to robust pedestrians.

We ascend the hill S. of the rail. station and take the left branch at (1 m.) the fork. This leads S., between *Row Tor* (p. 191; r.) and the *Blackaven* (l.), and crosses (2 m.) a 'clapper' bridge. From the end of the road, 2 m. farther on, we continue in the same direction (S.) to (1 m.) *Cranmere Pool*, now drained and simply a peaty hollow. Hence we proceed S.E. to (½ m.) *East Dart Head*, a well-defined hollow in the fen. Following the left bank of the stream for 2 m. we cross it at a point where it turns E. We continue S. to (¾ m.) the valley of the *West Dart*, skirt the hillside, with the river to our right, and reach (2 m.) *Wistman's Wood* (p. 172; on the right), from the (½ m.) S. end of which a path runs S. to (1¾ m.) *Two Bridges* (p. 172). Thence by road to (1½ m.) *Princetown*, see p. 172. Here we pass on to the common by the opening near the Railway Inn

and follow a nearly straight track running S.E. to (2½ m.) *Siward's Cross* (p. 172). An old road, running first S.E. and thence S.W., leads to (1¼ m.) a ford on the *Plym*. The path on the other side is ill-defined, but a S.E. course will bring us to (1¼ m.) *Erme Head* (c. 1530 ft.), with its mining remains. Descending the left bank of the *Erme*, we reach (1 m.) a stream coming from some clay-works. Crossing this and keeping S.E., we reach (½ m.) the clay railway, which we follow S. to (2 m.) the slope of *Three Barrows* (1522 ft.; view) and (2 m.) a point c. ¾ m. E. of *Harford Church* (Perp.). About ¼ m. farther on we leave the railway and descend S.S.W. to (½ m.) a gate, from which a lane leads in the same direction to (1 m.) *Ivybridge* (p. 177).

25. FROM PLYMOUTH TO TRURO AND PENZANCE.

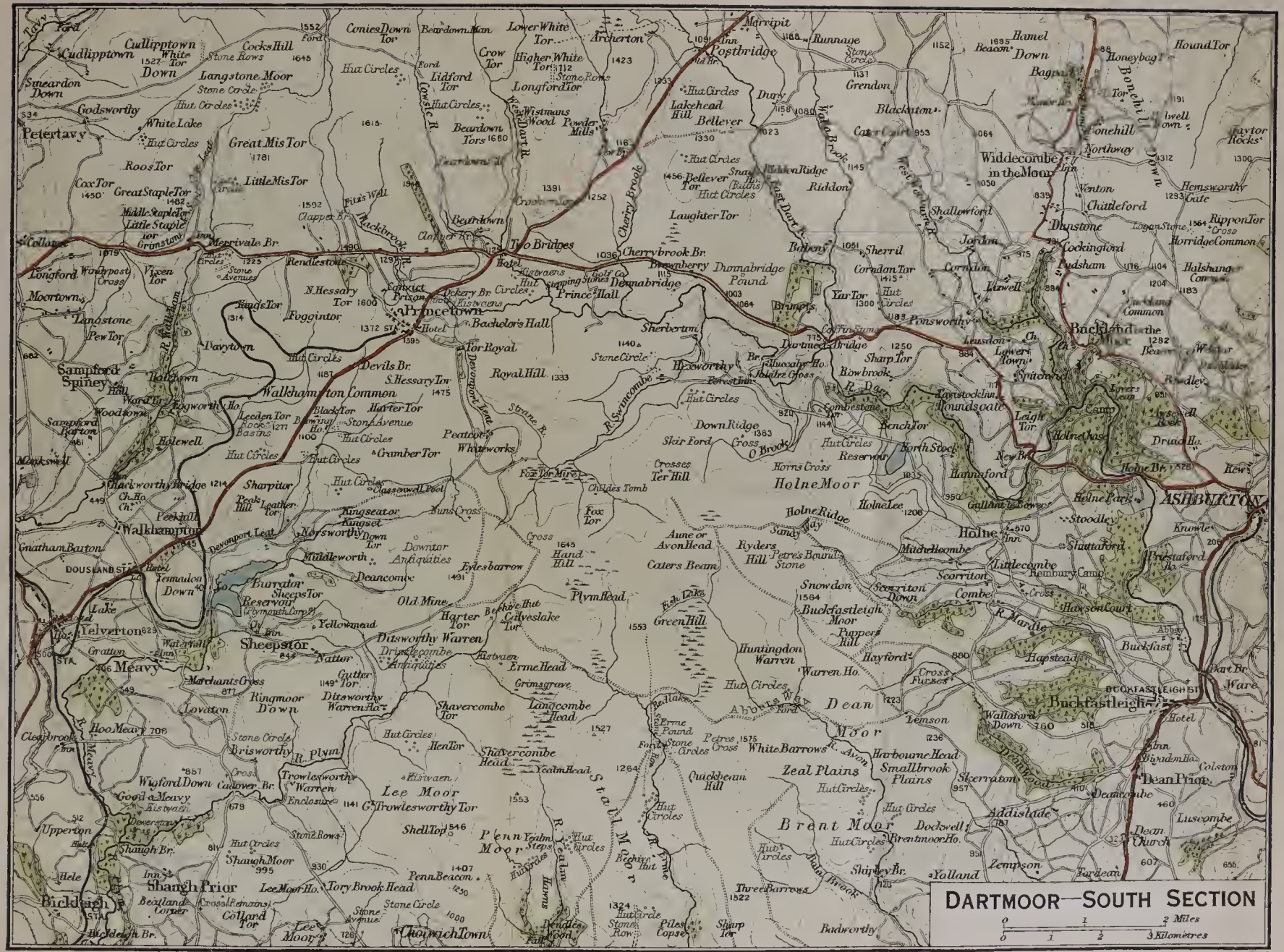
80 m. G.W.R. in 3 hrs. (13/3, 6/7½). The trains start from Millbay Station or from North Road and call at Devonport. The line, which traverses the county of Cornwall, passes over many lofty viaducts (views). — Steamboats ply between Plymouth and Falmouth.

Motor Route, 50½–80½ m., see p. 160.

From London (Paddington) G.W.R. express to (279¼ m.) *Truro* in 5¾ hrs. (46/3, 23/1½); to (291 m.) *Falmouth* in 6⅓ hrs. (48/3, 24/1½); to (305½ m.) *Penzance* in 6½ hrs. (50/6, 25/3).

Cornwall is strictly speaking a 'duchy' and not a county or shire, and the eldest son of the sovereign, as hereditary Duke of Cornwall, possesses valuable rights. Whether Cornwall was ever visited by the Phœnicians is a moot point, but that it was known to the Greeks more than four centuries before our era is certain. The *Cassiterides*, mentioned by Herodotus as yielding tin, undoubtedly included the peninsula as well as the Scilly Isles (p. 188). Mining (copper and tin) and fishing (pilchards) have always been important industries in Cornwall, and china-clay, granite, and slate are yielded in large quantities. But very many mines have long been shut down and many Cornish miners now ply their craft in America and South Africa. The duchy remained Celtic long after the rest of England was Saxon, and traces of a Celtic origin are seen in the dark hair and complexions of many of the present inhabitants, while the ancient 'Cornish' language, which in the middle ages prevailed also in S. and W. Devon, did not become extinct as a spoken dialect until the second half of the 18th cent. (comp. p 184). It is still preserved in a few printed books and survives also in place and personal names. The frequently recurring prefixes 'Tre,' 'Ros,' 'Pol,' 'Lan,' 'Caer,' and 'Pen,' mean respectively 'dwelling,' 'heath,' 'pool,' 'church,' 'town' or 'fort,' and 'summit' or 'headland.' — The famous cliff-scenery of the rugged Cornish coast is seen at its best between Newquay and Boscastle (pp. 192, 193), at Land's End (p. 185), and in the Lizard (p. 184). The heathy interior is less interesting, though it abounds with prehistoric antiquities; it is comparatively treeless, but it is a libel to say that "Cornwall does not grow wood enough to make a coffin." The climate is particularly mild, and myrtles, palms, and other sub-tropical plants flourish in its sheltered corners. — The humours and traits of the 'Delectable Duchy' are portrayed in many stories by 'Q' (Sir Arthur Quiller-Couch).

Plymouth, see p. 166. Beyond (2¼ m.) *Keyham* (p. 169) the railway runs W. and crosses the Tamar, which is here the boundary between Devon and Cornwall, by the Royal Albert Bridge (p. 169) to (4½ m.) *Saltash* (Green Dragon; Railway), a small and ancient town (4130 inhab.), the church of which contains a massive silver chalice of the time of Henry VII.



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We then follow the N. bank of the *Lynher* to (9½ m.) *St. Germans* (p. 170). * 14½ m. *Menheniot.* — 18 m. **Liskeard** (*Webb's*; *Stag*, pens. 10/6), a pleasant town (4371 inhab.) with a large Perp. church (E.E. tower), once returned Edward Gibbon to Parliament (1774). It is a convenient starting-point for visits to the S. part of the wild hill-country that extends to the N. under the general name of *Bodmin Moor* and is to Cornwall what Dartmoor is to Devon.

About 2½ m. N. lies *St. Cleer* (fine view), whence we visit the interesting *Trevethy Stone* or *Cromlech* (1 m. E.), the three imperfect stone circles known as the *Hurlers* (2 m. N. of the Trevethy Stone), and the *Cheesewring*, a singular pile of weathered granite slabs about 30 ft. high (½ m. farther on). — The fine Perp. church (15th cent.) of *St. Neot* (Carlyon Arms), about 5 m. N.W. of Liskeard, has interesting stained-glass windows dating from between 1400 and 1532 (partly restored). *Dosmary Pool* (see below) is about 4 m. N.

From Liskeard a short railway runs to (9 m.) *Looe*, passing near (r.) *St. Keyne's Well*, the subject of a humorous ballad by Southey. — **Looe** (*Ship*; *Looe Hotel*) is a quiet little port and watering-place where seafaring and pastoral pursuits go hand in hand. About 4½ m. W. is **Polperro** (*Tourist*; *Ship*), a very quaint fishing-village in a narrow ravine, whence a road (no coast-path) leads W. to (6 m.) *Bodinnick Ferry* or *Polruan Ferry*, both opposite Fowey (see below).

Beyond Liskeard the line crosses several lofty viaducts and runs high above the valley of the *Fowey* to (27 m.) *Bodmin Road* (Rfmts.).

This is the junction of a branch of the G.W.R. to (11½ m.) *Wadebridge* (p. 191), viâ (3½ m.) **Bodmin** (*Royal*; *Town Arms*, R. & B. 5/; *St. Petrock's*), the county town of Cornwall (5734 inhab.). The mainly Perp. church (15th cent.; restored) is the largest old church in Cornwall. From the L. & S.W. station at Bodmin to Wadebridge, see p. 191.

From Bodmin a good road runs N.E. to (21½ m.) *Launceston* (p. 190), traversing a great part of *Bodmin Moor* (see above). At (10 m.) *Bolventor* it passes about 1½ m. N.W. of *Dosmary* or *Dozmare Pool* (890 ft.), the lake into which Sir Bedevere threw Excalibur at King Arthur's behest (comp. p. 182). The spirit of Tregeagle, an unjust steward of Lanhydrock (see below), is doomed in popular belief to empty the pool with a leaky limpet-shell. About 3 m. N.W. of Bolventor rise *Brown Willy* and *Row Tor* (p. 191). — Farther on the road passes near (3½ m.) *Altarnum*, with a good church tower and a holy well.

The train, following the Fowey, now turns S. To the right are *Lanhydrock House* (Viscount Clifden) and *Restormel Castle* (13th cent.). — 30½ m. *Lostwithiel* (Royal Talbot), one of the ancient Stannary towns of Cornwall (comp. p. 166), was once represented in Parliament by Joseph Addison. The church has a fine lantern spire. The Fowey Bridge and the Duchy House were both built in the 14th century.

From Lostwithiel a branch-line runs to (5 m.) **Fowey** (pron. 'Foy'; *Fowey Hotel*, R. from 5/, D. 5/6; *Ship*), an extraordinarily quaint and characteristically Cornish little seaport (2400 inhab.) at the mouth of the Fowey. It is the 'Troy Town' of Sir A. Quiller-Couch, who resides here at 'The Haven.' It was at a remote period one of the foremost seaports of the kingdom, and the achievements of the 'Gallants of Fowey' rank with those of the 'Sea-Dogs of Devon.' Above the handsome 15th cent. church is *Place House*, the ancestral mansion of the Treffrys, with two fine bay windows (Tudor; donation expected). *St. Catherine's Fort* (Henry VIII) is now in ruins. Ferries cross the river to *Polruan* (1*d.*) and *Bodinnick* (½*d.*; see above). A pleasant boat-trip may be made to (1½ m. S.) *Polridmouth* (pron. 'Pridmouth'), with its interesting *Menabilly Grotto*, formed of Cornish minerals. Walkers should ascend from Bodinnick Ferry viâ Pont to *Lanteglos* (old church) and return to Fowey viâ Polruan (4½ m. in all). — From Fowey to *Polperro* and *Looe*, see above.

35 m. *Par* (Royal), a china-clay and mineral shipping port, is the junction of railways to *Newquay* (see p. 189) and to (4½ m.) *Fowey* (p. 179). — Beyond Par the line runs near the coast to (39½ m.) *St. Austell* (White Hart; Queen's Head, R. 2/6, D. 3/), the centre of the kaolin or china-clay industry, the refuse-heaps of which mar the adjoining district. The church has a good Perp. tower and other interesting features.

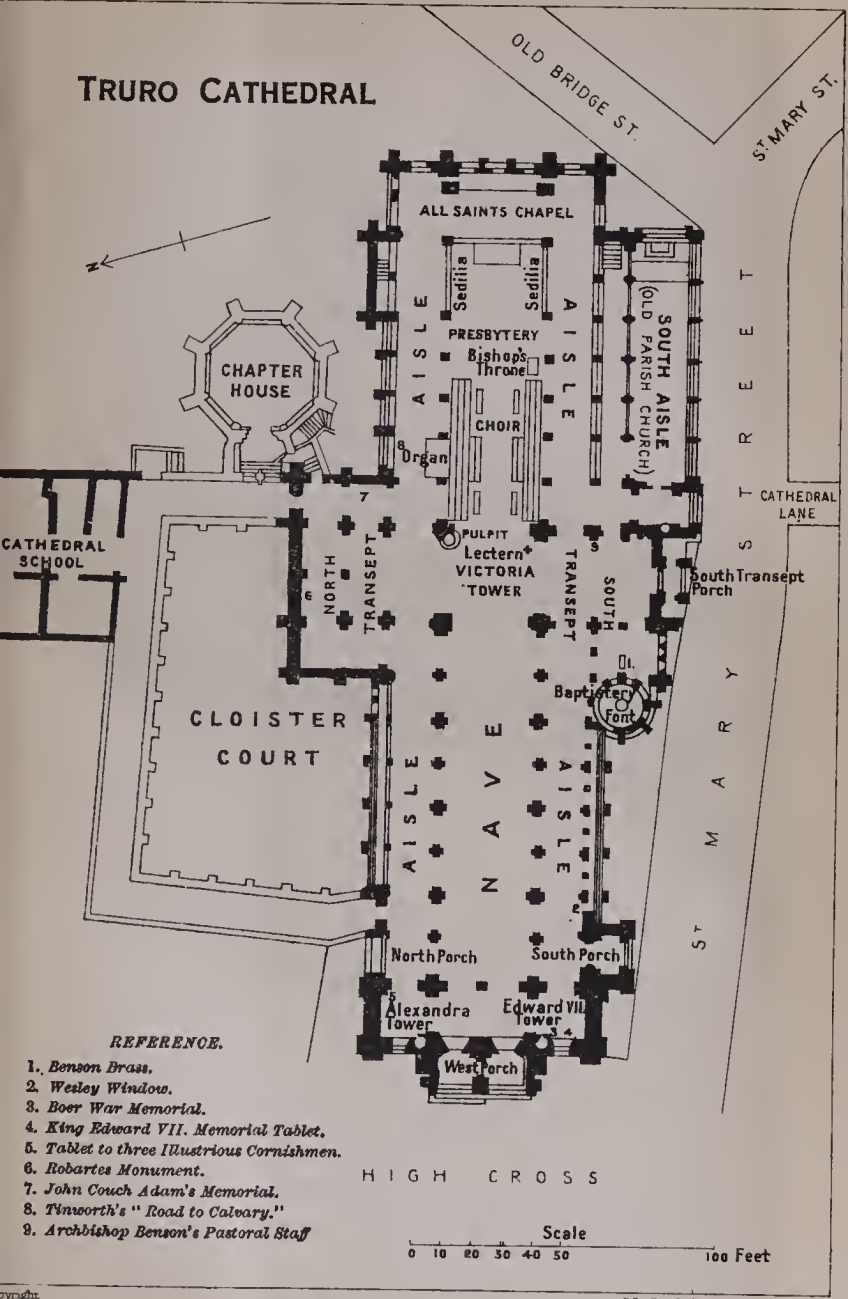
Hensbarrow (1026 ft.), 3 m. N., affords a fine view. An omnibus runs daily to (5½ m. S.) the quaint fishing town of *Mevagissey*. About 4 m. S. of Mevagissey is the headland of *Dodman Point* (400 ft.), the 'Dead Man's Rock' of 'Q,' acquired in 1918 by the National Trust for Places of Historic Interest or Natural Beauty.

Near (46½ m.) *Grampound Road* are two of the most important radium mines in the world. — 49½ m. *Probus* has a beautiful late Perp. church-tower, 125 ft. high.

53¾ m. **TRURO** (11,325 inhab.; *Rfmts.*; *Royal*; *Red Lion*), a market-town and the seat of a bishop, lies on the *Truro River*, a branch of the *Fal*. When the see of Cornwall, after eight centuries of union with that of Devon (p. 128), was reconstituted in 1876, Truro was chosen as the cathedral city. The ***Cathedral**, an effective E.E. structure by *J. L. Pearson*, was begun in 1880, on the site of the Perp. church (16th cent.) of St. Mary, the S. aisle of which now forms an additional S. aisle to the choir. The choir and part of the nave were consecrated in 1887; the nave was completed in 1903, the central tower in 1904, the W. towers in 1910. Dimensions, see p. xlix. The interior (open daily, 9 to 5 or 6; week-day services at 8, 10.30, & 4; Sun. services at 8, 10, 11, & 6.15), which is even more satisfactory than the exterior, contains several monuments from St. Mary's Church and a lofty carved reredos. The circular ***Baptistery** is a memorial of Henry Martyn (1781–1812), the missionary, a native of Truro. — The *Museum & Art Gallery* contains Cornish birds, minerals, and antiquities, including an ingot of tin shaped like an astragalus (158 lb.), a small Phœnician bull in bronze, necklets of Cornish gold, three cat-like heads from St. Piran (6th cent.) at Perranzabuloe, and two gold lunettes. — Samuel Foote (p. 24) was born, according to tradition, in the old King's Head Inn, which stood at the corner of Boscawen St. and Lemon St.

Visitors to Truro should, if possible, make the steamer-trip to Falmouth down the river *Fal* (10 m. in 1¼ hr.; 1/, return 1/6). The boat descends *Truro River* to (2 m.) *Malpas* (pron. 'Mopus'), below which it enters the Fal proper. To the left is *Tregothnan Castle* (Viscount Falmouth), with its charming grounds. Below this is *King Harry Reach*, with beautifully wooded banks and an ancient ferry. To the right is *Trelissick House*, below which we reach the wide *Carrick Roads*. To the right are *Restronguet* and *Mylor Creeks*, and *Trefusis Point*, beyond which the steamer enters *Falmouth Harbour*.

From Truro to Falmouth, 11¾ m., railway in ½ hr. (2/, 1/), not so attractive as the longer steamer-route (see above) in fine weather. — 4½ m. *Perranwell* is about 1 m. N.W. of the mansion of *Carclew*, with its fine exotic gardens (open on Sun. afternoons). 8¼ m. *Penryn*, a small and ancient town at the head of *Penryn Creek*, is known for its granite. It contains some scanty relics of *Glassiney College* (c. 1270), once a centre of Cornish literary activity. A coach plies hence daily to (10 m.; 2/) Helston (p. 182).



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11¾ m. **FALMOUTH** (13,136 inhab.), a seaport town, is pleasantly situated on the side of a hill overlooking its sheltered harbour on the estuary of the *Fal*.

Hotels. Falmouth, Bay Hotel, high up on Cliff Road, Pendennis, three hotels under the same management, near the station, with fine sea views, pens. from 5 guineas per week; Green Bank, on Penryn Creek, 1½ m. N.W. of the station; Pentargon, private, pens. from 9/; Gyllyngdune, unlicensed, near the Falmouth Hotel Royal, King's, in the town.

Boats from 1/ per hr., sailing boats from 2/6. — Steam Ferry to *St. Mawes*, 4*d*. (return 7*d*.).

Motor Cars daily to *Penryn* (p. 180; 3*d*.), to *Redruth* (p. 182; 1/), and to *Helston* (p. 182; 12½ m., 2/3).

Until the middle of the 19th cent. Falmouth was a busy government mail-packet station and it is still a port of call and a harbour of refuge, though now chiefly notable as a sunny and picturesque seaside resort. It is an ideal place for boating-excursions, the numerous creeks of the Fal offering a great variety of scenery. The church is dedicated to Charles I (1665). An obelisk (1738) a little W. of the railway station commemorates the powerful but extinct Killigrew family, whose residence, *Arwenack House*, stood close by. About ½ m. farther E., at the end of the town-peninsula, is **Pendennis Castle** (200 ft.; view), built by Henry VIII, and taken by the Parliamentarians in 1645 after a six months' siege. It still ranks as a fortification (no adm.). A beautiful road leads round the promontory.

On the opposite (E.) side of the estuary (steam-ferry) lies *St. Mawes* (Ship; Castle), with another of Henry VIII's coast castles. The ferry-boat goes on to *Portkcuel* or *Percuel*, whence public vehicles run to (1½ m.) *Porthscatho* (Plume of Feathers), a singularly romantic fishing-village. — The lovely sub-tropical gardens of *Penjerrick*, 3 m. S.W. of Falmouth, are open to visitors on Wed., 2–6 p.m. The walk to (1¾ m.) *Penryn* (p. 180) and the boat-trip to *Flushing* (ferry from Green Bank Hotel ½*d*., from the town 1*d*.) may be recommended.

In summer excursion steamers ply from Falmouth to *Penzance*, the *Lizard*, and other points; and excursion cars or brakes to the (18 m.) *Lizard* (p. 184; 6/6), *St. Ives* (p. 182; 6/6), and the *Land's End* (p. 185; 10/6). — The chief points passed on the Road to the Lizard are (6½ m.) *Constantine*, a charming village; (2½ m.) *Gweek*, at the head of *Helford River* (where an attempt is being made at oyster-farming); and (1½ m.) *Mawgan*, with a Perp. church. Near the last is *Trelowarren Park*, the beautifully wooded estate of the Vyvyans (to which carriages are admitted). — Good walkers will find the Coast Route to the Lizard (c. 23 m.) very interesting (comp. the map): 4 m. *Mawnan*; 1½ m. *Helford Passage* (ferry across the estuary); 1½ m. *Manaccan*, with an interesting church; 3½ m. *St. Keverne* (White Hart), off the coast near which lie the dangerous *Manacle Rocks*; 2½ m. *Coverack*; 1½ m. *Black Head*; 4 m. *Poltesco*; 1 m. *Cadgwith* (p. 185); 1½ m. *Landewednack* (p. 185).

Beyond Truro the line traverses the chief mining district of Cornwall. From (59 m.) *Chacewater* railway motor-cars run to (18½ m.; 1/6) *Newquay* (p. 189).

The first intermediate station is (3¼ m.) *St. Agnes*, the birthplace of John Opie (1767–1807), the painter. — About 1½ m. N. of (8 m.) *Perranporth* (Perranporth Hotel; Tywarnhayle Arms), a seaside resort on *Perran Bay*, are the remains of the small *Church of St. Piran* (rather hard to find), restored to the light of day in 1835, after having been buried in the sand for upwards of 700 years. It is believed to have been erected over the tomb of St. Piran in the latter part of the 6th century. About 1½ m. E. of Perranporth is the ancient amphitheatre of *Perran* or *St. Piran's Round*, 130 ft. in diameter.

63¼ m. **Redruth** (10,815 inhab. ; *Tabb's* ; *London*), situated in the midst of the tin and copper district, is the Cornish mining centre, with the *Mining Exchange*. The *Hunt Memorial Museum* (permission necessary) contains a good collection of minerals. At *Gwennap Pit*, a grassy hollow 1⅛ m. S.E., Wesley used to preach to large congregations of miners, and huge Wesleyan gatherings still take place at Whitsuntide. Motor-cars ply from Redruth thrice daily to (1⅛ hr. ; 1/) *Falmouth* (p. 181), and several times weekly to (½ hr. ; 7*d.*) *Portreath* (p. 190) and to *Carharrack* (5*d.*). — Near (65 m.) *Carn Brea* is seen *Carn Brea Hill* (735 ft.), with British remains, the ruins of a much later building, and a modern monument. — 67 m. *Camborne* (Tyack's ; Commercial), the most populous town in Cornwall (15,928 inhab.), is a mining centre of considerable importance, and has a much-frequented mining school. The noted *Dolcoath Copper Mine* here is 3000 ft. deep (visitors admitted).

From (69 m.) *Gwinear Road* a branch-line runs to (8¾ m.) **Helston** (*Angel* ; *Star*), a Stannary town (p. 166 ; 2938 inhab.), and a convenient starting-point for a visit to the Lizard (see p. 184). On Flora Day (May 8th) large crowds are annually attracted hither to see the 'Furry Dance,' in which couples, moving to a tune probably as old as the fête itself, solemnly dance along the streets and through the houses and gardens. About 1½ m. S. are the beautiful grounds of *Penrose*, on the bank of *Looe Pool* (which disputes with Dosmary the possession of Excalibur ; comp. p. 179), and 1 m. farther on is *Looe Bar*, formed of stones thrown up by the sea.

From Helston to Penzance, 13 m., motor-car in 1 hr. (2/), by a road passing (5½ m.) *Breage* and (6½ m.) *Marazion* (for St. Michael's Mount, p. 183). — The Coast Route (a somewhat strenuous walk of c. 18 m. ; comp. the map) leads viâ (2½–3 m.) *Porthleven* (Commercial ; motor-car from Helston twice daily), a quaint village with a considerable harbour, (2½ m.) *Trewavas Head*, (2½ m.) *Pengersick Castle*, (½ m.) *Hoe Point*, (2½ m.) *Cudden Point*, and (3½ m.) *Marazion*.

From Helston to *Lizard Town*, see p. 184 ; to *Falmouth*, see p. 181.

72½ m. *Hayle*, a small town, with a foundry and engine works, on the estuary of the Hayle, opposite Lelant (see below). About 3 m. N.E. is the church of *Gwithian* (possibly 7th or 8th cent.), buried in the sand. — 74 m. *St. Erth* (Rfmts.) is the junction of a branch-line to St. Ives (4½ m.).

The intervening stations are the seaside and golfing resorts of (1 m.) *Lelant* (hotel), with the mother church of St. Ives, and (3 m.) *Carbis Bay* (Carbis Bay Hotel, R. from 3/6, L. 3/, D. 4/6). The Knill Monument, erected in 1782 by a mayor of St. Ives, 1 m. W. of Carbis Bay, is the scene of a quaint ceremony every fifth year (last in 1916).

St. Ives (*Tregenna Castle*, well situated, *Porthminster*, both S. of the station ; *Trevessa*, private ; *Western*, *Queen's*, pens. 12/6, in the town), situated on one of the most charming bays in England, has a long record as a pilchard-fishing town and is now also a favourite seaside-resort (fine sandy beach). The parish church (15th cent. ; good bench-ends), in the quaintly picturesque old part of the town, is dedicated to *St. Ia* or *Hia*, an Irish saint believed to have suffered martyrdom here in the 5th century. By the S. porch is a fine 15th cent. cross. — There are fine points on the coast S.W. of St. Ives, but the road viâ *Zennor* (5 m. ; p. 187), *Morvah* (4½ m. ; p. 187), and *St. Just* (3½ m. ; p. 187) to (6 m.) the *Land's End* is hilly and not very interesting. — Road from St. Ives to *Penzance* see p. 187.

On leaving St. Erth the railway passes from the N. to the S. coast of Cornwall, here only 4 m. apart. — 78 m. *Marazion* or *Market Jew* (Godolphin ; Marazion), a dull little town (1237 inhab.) ¾ m. E. of the station, is interesting only as the starting-point for St. Michael's Mount (see below). Its names have nothing to do with 'Jews' or 'Zion,' but seem connected with the old Cornish word for 'market' ('marghas').

***St. Michael's Mount** (267 ft.), a precipitous mass of granite and slate, resembling a miniature Mont St. Michel, rises ½ m. from the shore, and is connected with it by a narrow causeway uncovered at low tide for 3 hrs. (boat 6*d.*). It is doubtfully identified with the Roman *Ictis* and has been associated with Christianity possibly from the 5th cent. (St. Keyne) and certainly from the 11th (1047), when Edward the Confessor established a chapel here and placed it under the Benedictine abbey of Mont St. Michel in Normandy. At the top is a castle belonging to the St. Aubyn family (Lord St. Levan), the grounds and chapel of which are shown to visitors on Mon., Wed., & Fri. (at 11, 12, 2, & 3 ; adm. free). Fine view from the church-tower.

About 2 m. E. of Marazion is *St. Hilary*, the church of which (Dec. tower) possesses two inscribed stones (one Roman, the other undeciphered).

80 m. **PENZANCE** (i.e. 'holy headland'), a seaport (13,478 inhab.) delightfully situated on *Mount's Bay*, may be considered, owing to its mild climate and charming surroundings, the capital of what is somewhat ambitiously styled the 'Cornish Riviera.' Its fisheries, its market gardens, and its trade in ores and china-clay are important. Penzance is the best headquarters for excursions in the Land's End District (see p. 185), and the archæologist will find many interesting monuments within reach.

Hotels. Queen's, on the sea-front ; Regent, unlicensed, near the pier ; Union ; Western, R. or D. 4/ ; Mount's Bay, R. from 5/, D. 3/6, pens. from 9/ ; Star, Railway, plain.—*Boarding Houses* from 5/ per day.

Post Office, Market Jew St.

Cab from the station to the hotels or pier, 1–2 pers. 1/, 3–5 pers. 1/6 ; Omnibus, 6*d.* — Motor Cars to *Land's End* (p. 186), *St. Just* (p. 187), and *Helston* (p. 182). — Steamer to the *Scilly Islands*, see p. 188 ; to *Marazion* (St. Michael's Mount), daily in summer (1/). — Boats from 6*a.* per hr.

The railway station is on the E. side of the town, near the shore-end of the *Albert Pier* (views). Market Jew St. leads S.W. to (5 min.) the *Market House*, in front of which is a statue of Sir Humphry Davy (1778–1829), a native of the town. In Alverton St., to the W., beyond the Green Market, are the *Public Buildings*, containing a geological, natural history, and antiquarian museum. From Alverton St. Morrab Road leads S. past the *Free Library & School of Art*. To the E. of this are the *Morrab Pleasure Grounds* (sub-tropical vegetation), with the *Penzance Library* (rare Cornish books and prints) and the ancient *Market Cross*. On the N. side of the town, not far from the railway station, are the remains of *Lescudjack Castle*, an ancient hill-fort (view).

Among the interesting points in the nearer environs are *Gulval Church*, 1 m. N.E., with picturesque graveyard and vicarage garden ; *Bleu Bridge*, 1½ m. N., a slab-bridge with an inscribed stone ('Quenatavus Icdinui filius') supposed to date from c. 600 (these two walks easily combined) ; *Madron Church*, 2 m. N.W., the mother-church of Penzance (view of Mount's Bay). — St. Michael's Mount (see above) may be reached by excursion-steamer (1/), boat (*3d.* each), or motor-omnibus (4*d.*).

The Esplanade has recently been continued almost to **Newlyn** (*Inn*), a fishing village 1 m. S.W. of Penzance, which has given its name to a school of 'open-air' artists. Here are the *Newlyn Art Gallery & Opie Memorial Museum* (adm. 6*d.*) and *St. Peter's Church*, with mural paintings (partly injured by damp) by Newlyn artists. The road beyond Newlyn ends at (2 m.) *Mousehole* (Kergwin Arms, an Elizabethan structure), another fishing village with its large cavern, ¼ m. inland from which is *Paul Church*, burial-place of Dolly Pentreath (d. 1777), usually described as the last person who spoke Cornish (comp p. 178). From Mousehole we may follow the coast-line, viâ the hamlets of *Lower, Middle,* and *Upper Kemyell*, to (2½ m.) *Lamorna Cove* (Inn). Near *Boleigh*, 1½ m. inland, are two menhirs and a stone circle, known as the *Pipers* and the *Merry Maidens*. The cliff walk may be prolonged, viâ *Boscawen Point* and *Penberth*, to (5½ m.) the *Logan Rock* (see p. 186).

26. THE LIZARD. LAND'S END. THE SCILLY ISLANDS.

The best general headquarters for the exploration of S.W. Cornwall is PENZANCE (p. 183), whence motor-cars ply to (10 m.) the *Land's End* and to (13 m.) *Helston* (for the Lizard), while it is the starting-point of the *Scilly* steamers. — The LIZARD is usually approached viâ *Helston* (p. 182), which is reached by railway from *Gwinear Road*, on the main Plymouth (London) to Penzance line, or by motor-car from *Falmouth* (p. 181) or *Penzance* (p. 183; coast-route, p. 182). Coast-route from Falmouth to Lizard Town, see p. 181.

THE LIZARD.

The Cornish peninsula to the S. of the Helford River (p. 181) is now generally known as the **Lizard,** from the headland at its S. extremity. Its N. part was formerly called *Meneage*. It consists of a tableland, 200–370 ft. in height, on the breezy downs of which the Cornish heath (*Erica vagans*) grows in profusion; but its main attraction for the tourist lies in the striking cliff-scenery and delightful beaches of its coast-line. Lizard Town, Mullion, Cadgwith, etc., offer comfortable quarters.

A MOTOR OMNIBUS (1/6) plies twice daily from Helston to (10½ m.) *Lizard Town* in 1½ hr.; but good walkers will prefer the coast-route, either all the way (14 m.) or (quitting the motor at Cury Cross Roads) from Gunwalloe (7 m.).

Helston, see p. 182. — The COACH ROAD runs S.E. to (4½ m.) *Cury Cross Roads*, whence walkers may proceed viâ *Cury* to Gunwalloe (3 m.; p. 185), on the coast. At (7 m.) *Penhale* diverges (r.) the road to (1¼ m.) Mullion (p. 185). Farther on we pass some hut-circles (r.) and reach (8¼ m.) *Ruan Major*, with its church-tower of granite and serpentine.

10½ m. **Lizard Town** (*Lizard Hotel*, on the W. side of the village; *Housel Bay Hotel*, on Housel Bay, R. from 2/6, D. 3/6; *Parkan Castle*, private hotel, with fine grounds; numerous boarding houses) is a straggling village consisting of a few fishermen's cottages and the houses provided for the accommodation of visitors. It lies ¾ m. inland from *Lizard Head* (the *Ocrinum* of Ptolemy), the southernmost point of England (49° 57′ 32″ N. lat.), marked by two powerful lighthouses (shown in daylight hours, except on Sun. and on Mon. forenoon). There is a lifeboat station at *Polpeor*, to

the W. of the lighthouses, and to the E. of them is *Housel Bay*, with the bathing-beach.

For the COAST ROUTE from Helston to Lizard Town we skirt the W. side of *Looe Pool* to reach the sea at (2½ m.) *Looe Bar* (comp. p. 182), whence we follow the coastguard path (marked by whitened stones and rocks) to the left (S.). *Gunwalloe*, 3½ m. from Looe Pool, has a 15th cent. church with a detached belfry. ¾ m. **Poldhu Cove*, with the Poldhu Hotel and a Marconi Wireless Station (no adm.).

From this point a road runs inland to (1 m.) **Mullion** (*Old Inn*), the Perp. church of which is noted for its carved bench-ends. Beyond Mullion the road reaches the Helston coach-road at (1¼ m.) *Penhale* (p. 184).

The next point on the coast is (¾ m.) *Polurrian Cove* (Polurrian Hotel, R. from 3/, L. 2/6, D. 3/6), with a good sandy beach. This is followed (1 m.) by **Mullion Cove* (Mullion Cove Hotel), the wonderful caves of which may be visited at low tide (best at new moon or full moon ; *View of Mullion Island, etc., from within). — From Mullion Cove the coastguard path goes on viâ *Pradanack Head*, *Vellan Head*, and *Gew Graze* to (5 m.) the pretty *KYNANCE COVE (lodging house), with its richly coloured serpentine cliffs, its fantastic rock-formations, and its beach of silvery sand. On the W. side of the bay is *Asparagus Island*, where, when the tide is rising, the visitor may see the clouds of spray that rise from the *Devil's Bellows*. The cave here is called the *Devil's Throat* or *Drawing Room*, while the two on the shore of the Cove itself are known as the *Kitchen* and *Parlour*. — We may now turn inland for (1 m.) *Lizard Town* (p. 184).

If we continue our coast walk, we pass *Yellow Carn Cliff*, *Caerthilian Cove*, and *Pistol Meadow*, where the bodies washed ashore from the wreck of the 'Despatch' were buried (1809). We then soon reach (1½ m.) *Polpeor* (p. 184), *Lizard Point* and *Lighthouse*, and (1 m.) *Housel Bay* (see above). Near the *Bumble Rock*, at the W. horn of the bay, is the huge cavity known as the *Lion's Den*. Rounding *Bass Point* (Wireless Station), we turn N. and begin to follow the E. side of the peninsula. Beyond *Hot Point* we pass *Landewednack* (with the parish church of Lizard Town). The *Dolor Hugo* and other caves on this part of the coast are best explored by boat. Just before reaching Cadgwith (c. 2½ m. from Housel Bay) we pass the *Devil's Frying Pan*, another circular hollow like the Lion's Den. *Cadgwith* (Cadgwith Hotel) is a picturesque little fishing village and seaside resort. Hence by the coast to *Falmouth*, see p. 181.

THE LAND'S END DISTRICT.

The S.W. peninsula of Cornwall, which terminates in the **Land's End**, presents on its coast some of the finest cliff-scenery in England, while the not very picturesque interior abounds in ancient stone monuments of absorbing interest for the archæologist. It is here described in a series of routes radiating from Penzance (p. 183). St. Ives (p. 182) offers alternative headquarters for the N. portions.

From Penzance to the Land's End.

Motor-omnibus direct (10 m.) in 1–1¼ hr. (1/6 ; carr. 13/). In summer excursion-brakes run viâ the Logan Rock (13 m. ; comp. below) and return by the direct road (8 hrs. in all ; return-fare 3/6) ; but hirers of private carriages for this route should certainly take the fine cliff-walk between the Logan Rock and Land's End, rejoining the carriage at the latter. If time allow a night should be spent at Sennen or the Land's End.

The road runs S.W., past (¾ m.) *Alverton*, and ½ m. farther divergcs to the left from thc road to St. Just (p. 187). To the left, near (1 m.) *Buryas Bridge*, is a menhir known as the *Tresvennick Pillar* or *Blind Fiddler*. At (¾ m.) *Drift* the road to Sancrced (p. 187) diverges on the right, and at (¾ m.) *Lower Hendra* our road keeps to the right. A little farther on, at the top of a rise, we obtain a view of *Boscawen-un* (l.), a circle 80 ft. in diameter, consisting of 19 stones around a menhir. At (2¼ m.) thc village of *Crows-an-Wra* is an old cross. About 1½ m. farther on we are joined (r.) by a road from St. Just (p. 187). Beyond (1½ m.) *Sennen* (Sennen Cove Hotel, on Whitesand Bay ; First & Last Hotel in England, a misnomer) the motor-cars go on to the (1 m.) *Land's End* (Land's End Hotel ; Penwith Temperance Hotel). Thc actually last house in England is a cottage dispensing refreshments.

The ***Land's End** (5° 41′ 31″ W. long.), the westernmost point of England, known to the ancients as *Bolerium* and to thc early Britons as *Penwith*, is a huge, turf-topped mass of granite, 60 ft. in height, from which a narrow ridge juts out into the sea. The *View extends on the W. to (25 m.) the Scilly Isles (p. 188) and is bounded on the N. by Cape Cornwall (p. 187) and the Brisons rocks. Immediately in front is the *Longships Lighthouse*. To the right (N.) and left (S.) are the rocks known as the *Irish Lady* and thc *Armed Knight*. About 8 m. S. is the *Wolf Rock Lighthouse*. Below the cxtremc end is a natural arch which may be visited at low water.

From Penzance to the Logan Rock by Road, 9 m. (carr. c. 10/). At (3¾ m.) *Lower Hendra* (see abovc) we diverge to the left from the Land's End road, and 2 m. farther on wc reach *St. Buryan* (St. Buryan Hotcl), with a conspicuous 15th cent. church-tower (90 ft. high) and two old crosses. At (2½ m.) *Trereen* (Logan Inn) we quit the carriage in order to visit the headland of *Trereen Dinas* and the *Logan Rock*, ¾ m. S. (guide 1/, more for a party, useful to savc timc). This huge mass of stone (65 tons) is so delicately balanced that it can bc moved with trifling exertion. It has, howevcr, never rocked or 'logged' so well since it was idly overset in 1824, with the aid of his boat's crew, by Lieut. Goldsmith (the poet's nephew), who had to replace it at great expense.

By following the coast from the Logan Rock to (5½ m.) the Land's End good walkers may see some of the finest rock-scenery in England, including the bold headlands of *Tol Pedn Penwith* and *Pardenick*. Near the cliffs, about 2 m. from the Logan Rock, is the small church of *St. Levan* (E.E. and Perp.), with a good screen and bench-ends.

From Penzance to the Logan Rock viâ Lamorna Cove (12 m.), comp. p. 184.

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FROM PENZANCE TO ST. IVES BY ROAD, 8 m. (carr. c. 10/; railway route, see pp. 182, 183). — The direct road, not very interesting, leads viâ (1 m.) *Gulval* (p. 183); *Badger's Cross* (1 m.); *Castell-an-Dinas* (1½ m.; 735 ft.; extensive view), to the left of the road, with traces of a British hill-fort; and (2 m.) *Towednack*, the plain little church of which has a 13th cent. chancel arch. — Walkers with antiquarian tastes will probably prefer to combine their trip to St. Ives with one of the routes below.

FROM PENZANCE TO ZENNOR, c. 7½ m. We follow the road up the vale of the *Trevaylor*, passing (1½ m.) *Bleu Bridge* (p. 183). A little beyond (1½ m.) *Newmill* we may diverge to the right to visit (1½ m.) the hut-village of *Chysauster*. To the left of the road, 1 m. farther on, is *Mulfra Quoit* or *Cromlech*. On reaching (2 m.) the St. Just and St. Ives road we turn to the right. To the left lies *Zennor*, with a cromlech of unusual size (18 ft. by 9½ ft.). The fine promontory of *Gurnard's Head* lies about 1¾ m. W. of Zennor. St. Ives (p. 182) is 4 m. E.

FROM PENZANCE TO MORVAH, c. 6 m. The road runs N.W., passing (2 m.) *Madron* (p. 183). About 2 m. farther on is the *Lanyon Quoit* or *Cromlech*, and in 2 m. more we reach *Morvah*, near which (S.) is the hill-fort known as *Chûn Castle*, with two concentric walls, probably Irish work of the 5th cent., and a fine cromlech. Less than 2 m. E. of Morvah are the *Men Scryfa* ('written stone') and the *Men-an-Tol* ('holed stone'). A little farther E. are the remains of a stone circle called the *Nine Maidens* (1 m. from Mulfra, see above). The *Ding Dong Mine*, 1 m. S. of the Nine Maidens, is believed to have been worked before the Christian era. At *Bosporthennis*, 1 m. N. of the Nine Maidens, is an unusually fine beehive hut. Bosporthennis is ½ m. from the St. Just and St. Ives road, 2½ m. from Zennor (see above), and 6½ m. from St. Ives (p. 182).

FROM PENZANCE TO ST. JUST, 7½ m., G.W.R. motor-car several times daily in ½–¾ hr. (9*d.*). The coach-road is uninteresting, though it passes near some antiquities. Some of the cars run viâ (7½ m.) *Pendeen*, 2½ m. N. of St. Just and 1¾ m. from Morvah (see above). A somewhat more interesting route (8 m.) is that viâ (4 m.) *Sancreed*, the prettily situated church of which is a favourite subject of the Newlyn artists (p. 184). In the churchyard is a fine cross, 7 ft. high. —**St. Just in Penwith** (*Commercial*; *Wellington*) is a small town with a 15th cent. church (interesting interior). The St. Just Round or Amphitheatre was used for Cornish miracle and mystery plays.

On the coast, 1½ m. N.W., is the *Botallack Mine*, the workings of which extend a long way under the sea (visitors not now admitted). About 2 m. S. of this and 1¼ m. W. of St. Just is *Cape Cornwall* (view), whence good walkers may follow the coast to (6½ m.) Land's End (p. 186). — About 3 m. N.E. is the hut-village of *Crellas*, which lies 1½ m. S. of Chûn Castle (see above).

THE SCILLY ISLANDS.

The steamer 'Lapwing,' of the Hain S.S. Co., plies from the S. pier at Penzance to (39 m.) *Hugh Town* in the Scilly Isles two or three times a week in summer in 3–4 hrs. (7/, 5/; return 10/6, 7/6). The voyage, which is apt to be rough, affords good views of the fine rocky Cornish coast. About halfway we pass the *Wolf Rock Lighthouse* (l.; p. 186). — Communication between the different islands is maintained by steam-launch.

The **Scilly Isles** are an archipelago of about 150 islands, islets, and rocks, forming an outlying portion of the granitic mass of Cornwall. The name, taken from Scilly Isle, one of the smallest of the group, is somewhat of a mystery, and their former exclusive identification with the Cassiterides or 'Tin Islands' of Herodotus has been abandoned. According to legend they are the only visible relic of *Lyonesse*, the land of the Arthurian legends, which lies, forty fathoms deep, between them and Cornwall. The total population is 2097, confined to the five islands of *St. Mary's*, *St. Martin's*, *Tresco*, *Bryher*, and *St. Agnes*. The climate is very mild (mean winter temp. 46°, summer 58°), and the chief occupation of the inhabitants is now the growing of narcissi, lilies, and daffodils for the London and other markets. Fishing also is carried on. Since 1831 the islands have been in the hands of the Dorrien-Smith family.

St. Mary's, the largest island (2¼ m. by 2 m.), contains more than half of the population. On its W. coast lies *Hugh Town* (Holgate's; Tregarthen's; Atlantic, Lyonesse, private), the capital of the group, and landing-place of the steamer. To the W. of it is *Star Castle*, an Elizabethan fortress. Among the chief points (all on the coast) are *Porth Hellick* (E. side), the cliff-fort known as *Giant's Castle* (close by), *Old Town Bay* (with the graves of 120 persons lost in the 'Schiller' in 1875), *Pulpit Rock*, and *Penninis Point* (lighthouse). Near the last is a 'logan rock' (p. 186), weighing over 300 tons. Above the pretty little *Holy Vale* rises *Maypole Hill* (view). — **Tresco** (*New Inn*, near the landing-place), the second-largest island, lies about 1 m. N.W. of St. Mary's. Here (½ m. inland) are the ruins of *Tresco Abbey* (10th cent.) and the residence of the 'Lord Proprietor,' Major Dorrien-Smith (see above), with its wonderful sub-tropical *Gardens (open to visitors; fee to gardener). Near the N. end of the island is the so-called *Cromwell's Castle*. On the N. coast is *Piper's Hole*, a narrow shaft running underground for 600 ft. (pre-war fee for party, incl. boat, 5/). — **Bryher**, W. of Tresco, repays a visit by its rocky coast, especially at *Shipman Head* and *Hole Bay*. — **St. Martin's** (*Ashvale House*), to the N.E., contains some prehistoric antiquities. — **St. Agnes** (*Avenue Inn*) has some good barrows, a curiously perched boulder called the *Punch Bowl*, and the old sacred well of *Sancta Warna*. — **Samson**, to the S. of Bryher, is the scene of Sir Walter Besant's 'Armorel of Lyonesse'; it is now uninhabited. — On **St. Helen's**, N.E. of Tresco, are the scanty remains of a very ancient church, probably connected with St. Trilo (6th cent.), of whose name that of the island seems a corruption.

27. NORTH CORNWALL.

North Cornwall contains some of the most charming scenery in England, and it includes a region closely associated with the legendary history of King Arthur. The traveller who has reached Land's End viâ the S. coast of Devon and Cornwall is strongly advised to return by the N. coast, making his way from Penzance to Newquay by the railway viâ Chacewater (see p. 181) and proceeding thence by the fine coach-route to Clovelly and Bideford (see p. 192). The energetic walker may advantageously make several of the stages on foot.

LANDS END
0 1 2 Miles
0 1 2 3 Kilometres
MOUNT'S BAY
ST IVES BAY
PENZANCE
NEWLYN
MARAZION
ST JUST
MADRON
MORVAH
ST BURYAN
SENNEN
LANDS END
MOUSEHOLE
PAUL
GULVAL
ST ERTH
HAYLE
CAMBORNE
REDRUTH
Gurnard's Head
Towednack
Zennor
Carn Base
Low Lee
Penlee Pt
Cudden Pt
Hoe Pt
Perran Uthnoe
Millpool
Goldsithney
St Hilary
Lelant
Carbis Bay
Phillack
Towans
Halangone
Tregenhorne
Relubbus
Ludgvan
Crowlas
Cockwells
Whitecross
Coombe Town
Leland Town
Trevarrack
Mount Douglas
Ury Leland
Trink Hill
Chytodden
Breja
Carrack Gladden
Halse Town
Lanstone Golf
Upperhouse
Trassick
Treave
Trannack
Wheal Fortune
Ennys
Trevenegyus
Penberthy Croft
Mine
Trewinnard
Rosevidney
Trenellin
Treen
Tredrea
Castle an Dinas
Gulval Downs
Rogers Tower
Chyanster
Inches Castle
Ashtown
Nancledrea
Trencrom
Trevethoe
Tin Mine
Druanvor
Bosworgan
Newmill
Noongallas
Badger's Cross
Konegie
Tolver
Vellanoweth
Trevaylor
Bone
Trewarrack
Newtown
Wheal Hampton
Goldsithney
Market Jew
Perran Downs
Acton Cres.
Kenneggy Downs
Kenneggy
Pengersick
Basore Pt
The Greeb
Stackhouse Cove
Prussia Cove
Bessys Cove
The Bays
The Stone
Mountamopus
Carn Mallows
Great Row
Iron Gates
Paul
Buoy
Penlee Pt
Mousehole
St Clement's Isle
Pt Spaniard
Kemyell Cliff
Lamorna Cove
Bazell
Boscawen Pt
Merthen Pt
Penberth Cove
Grebba Hd
Logan Rock
Treen
Porth Loe
Carn Guthensbras
Chair Ladder
Porthcurnow
Porthgwarra
Tol-Pedn-Penwith
Bolosto Zawn
Folly Cove
Roskestal
Carn Barra
Pendower Cove
Carn Les Boel
Nanjizal B.
Carn Boel
Pardenack Pt
Armed Knight
Enys Dodman
Gamper
Peat
Aire Pt
Whitesand Bay
Nanquidno
Gribba Pt
Pedn Vounder
Nanven
The Brisons
Cape Cornwall
Porthledden
Kenidjack Castle
Botallack
Botallack Mine
Botallack Hd
Levant Mine
Pendeen Watch
Three Stone Oar
Porthmoina
Porthmeor
Porthtowan
Porthtowan
Rosemergy
Brandys
Bosporthennis
Porthmeor
Pennance
Boscaswell
Pendeen
Morvah
Trevean
Trewellard
Carnyorth
Carn Bean
Carn Kenidjack
Boswens
Boswarva Carn
Bosullow
Lanyon
Lanyon Quoit
Boswarthan
Madron Well
Trevaylor Stream
Bosworgan
Madron
Polpeor
Newbridge
Trengwainton Ho
Rosehall
Trencrom Hill
Castle Horneck
Trereife
Penzance
Light Ho
Wherry Town
Inn Gwavas Lake
Newlyn
Trelavoe
Drift
Chyrnhirl
Chyrone
Kerris
Ros Vale
Sheffield
Trevilder
Toldavas
Bosavern
Trevean
Trevedra
Escalls
Trease
Trevorrian
Tregonebris
Lowery
Ilendra
Tredinney
Grumbla
Sancreed
Nancothan
Burryfield
Carn Brea
Bosworlas
Bosavern
Kelynack
Porthcove
Boswednack
Carn Euny
Chapel Carn Brea
Sellan
Dowran
Botrea
Ballowidden Mine
Wireless Sta
Priest's Cove
Carn Cloose
Pollack Mine
St Just
Kenidjack
Porthledden
Boscean
Cape Cornwall
Botallack
Inn
Carn Kenidjack
Logan Stone
Treveal
Treeyreas
Inn

From London *Newquay* is reached most directly by the G.W.R. viâ Exeter, Plymouth, and Par (281 m. in 6¼–9½ hrs.; fares 46/6, 23/3), *Wadebridge* and *Padstow* by the L. & S.W.R. viâ Exeter and Okehampton (254¼ and 260 m. in 6–7½ hrs.; to Padstow 42/6, 21/3½), *Bude* by the L. & S.W.R. viâ Exeter, Okehampton, and Halwill Junction (228¼ m. in 5–6½ hrs.; 38/, 19/). Through-carriages run on certain trains by all these routes.

Motor Route from Penzance to Bridgwater, 179½–186½ m. Beyond St. Columb Major this route is practically identical with the coach-roads described at pp. 192, 198, and 202. — We quit Penzance by the Hayle (Redruth) road. — 5 m. *Cannons Town*. [About ½ m. farther on a road diverges left for (2 m.) *Lelant* (p. 182) and (3 m.) **St. Ives** (p. 182).] — 2 m. *Hayle* (p. 182). — 6 m. *Camborne* (p. 182). — 4 m. **Redruth** (p. 182). — 13 m. *Mitchell*. — 5 m. **Newquay** (see below). — 7 m. *St. Columb Major* (p. 192). [Or from Mitchell direct to St. Columb Major, 7 m.] — 2 m. *Winnard's Perch*. [Divergence left for (4 m.) **Padstow** (p. 191).] — 6 m. **Wadebridge** (p. 191). — 11 m. *Camelford* (p. 190). — 6 m. **Tintagel** (p. 193). — 4 m. *Boscastle* (p. 193). — 4 m. *Tresparrett's Posts*. [Or from Camelford direct to Tresparrett's Posts, 6 m.] — 11 m. *Stratton* (p. 193), 2 m. from **Bude** (p. 191). — 3½ m. *Kilkhampton* (p. 194). — 11 m. **Clovelly** (p. 196). — 7½ m. *Ford*. — 3 m. **Bideford** (p. 195). — 8½ m. **Barnstaple** (p. 194). — 5 m. *Braunton* (p. 197). — 8 m. **Ilfracombe** (p. 197). — Thence to (15 m.) **Lynton** or (19½ m. by the new road) **Lynmouth**, see pp. 198–200. — Beyond Lynmouth we diverge to the left from the Porlock main road at (c. 8 m.) *Pittcombe Head* (p. 203) by a private road (gated; small toll) which descends to (3 m.) **Porlock** (p. 203). — 6 m. **Minehead** (p. 204), to the left from the main road. — 3 m. *Dunster* (p. 159), to th right from the main road. — 2 m. *Carhampton*. — 4½ m. *Williton* ' 159). — 9 m. *Nether Stowey* (p. 158). — 8 m. **Bridgwater** (p. 157).

FROM PLYMOUTH TO NEWQUAY.

55¼ m. G.W.R. in 2–3 hrs. (9/4, 4/8). The trains start from the Millbay or North Road Station and call at Devonport.

From Plymouth to (34¾ m.) *Par*, where passengers usually have to change, see pp. 178–180. — The Newquay branch diverges to the N. from the main line to Penzance and ascends the wooded *Luxulyan Valley*, with its wealth of ferns. — Beyond (35 m.) *St. Blazey* we pass beneath the Treffrey Viaduct (90 ft.) of a mineral railway. 38¾ m. *Luxulyan*. 43¼ m. *Roche*, station for the *Roche Rocks*, which, with Hensbarrow (p. 180), are seen on the left. From (46¾ m.) *St. Columb Road* an omnibus runs to *St. Columb Major* (p. 192), 3 m. N.

55¼ m. **NEWQUAY** (pop. 4415), a favourite seaside and golfing resort, with excellent hotels, lies on a picturesque coast.

Hotels. Headland (Fistral Cliff, ¾ m. from the station), Atlantic (on the Beacon), Victoria (R. 5/–6/, L. 3/6, D. 6/; not far from the station), three large first-class hotels; Edgcumbe, R. from 4/, D. 4/; Great Western, near the station; Red Lion, near the N. Pier. — Watergate Bay Hotel (omn. 1/), at *Watergate Bay* (p. 190), 3 m. N.E.

The town lies at the foot of the *Beacon*, near the landward end of the promontory ending in *Towan Head*, which separates Newquay Bay, with the little harbour, from Fistral Bay, overlooked by the golf-course. The cliffs both to E. and W. are fine and the numerous picturesque little sandy coves afford good bathing; but visitors should beware of taking long walks along the beaches when the tide is making.

A favourite excursion is to follow the Padstow road to (6 m. N.) the charming village of *St. Mawgan-in-Pydar*, thence to descend W. through

the *Vale of Lanherne* to (2 m.) *Mawgan Porth*, and return by the coast viâ (1½ m.) *Watergate Bay* (hotel, see p. 189) to (3 m.) Newquay. The 13–16th cent. church of St. Mawgan has a fine 15th cent. tower and a wealth of wood-carving (1450–1550) and brasses. Beside it is a 14th cent. cross. *Lanherne* (façade of 1580), close by, once the manor-house of the Arundells, is now a Carmelite nunnery. — About 1½ m. N. of Mawgan Porth are *Bedruthan Steps*, a fine piece of rock scenery (especially in rough weather), whence we may follow the coast to (3 m.) *Pepper Cove* and then turn inland for (4 m.) *Padstow* (p. 191). — A good and not difficult walk (23½ m.) crosses the *Gannel* to the S. of Newquay and leads viâ *Crantock* (2 m.; font of 1473 in the church), *Perranporth* (5 m.), *St. Agnes* (4 m.), *Portreath* (6 m.), and *Gwithian* (6 m.) to (½ m.) *St. Ives Bay* (p. 182).

From Newquay to *Clovelly* and *Bideford* by coach, see p. 192; to *Chacewater* (Truro, Penzance), see p. 181.

FROM EXETER TO WADEBRIDGE AND PADSTOW.

8 m. L. & S.W.R. in 2¾–3¾ hrs. (14/, 6/11½); to (82½ m.) *Wadebridge* in 2½–3½ hrs. (13/, 6/6). The trains start from Queen St. Station but stop also at St. David's.

From Exeter to (25¾ m.) *Okehampton*, where we diverge to the right from the main line to Plymouth (carriages usually changed), see p. 165. The 'North Devon Line' now runs to the N.W. — At (38¼ m.) *Halwill Junction* the Bude line (p. 191) diverges to the right. Beyond (47 m.) *Tower Hill* we cross the *Tamar* and enter *Cornwall* (p. 178).

52 m. **Launceston** (pron. 'Lahnson'; *White Hart*; *King's Arms*; *Castle*, temperance), a town of 4117 inhab., anciently known as *Dunheved* ('hill-head'), is situated on a steep hill which rises above the *Kensey*, a tributary of the Tamar. On the summit is a ruined Norman *Castle*, the chief relic of which is the fine circular keep ("a cylinder within a cylinder"; adm. 6*d.*; view). It is now held by the Duke of Cornwall (p. 178). George Fox was imprisoned here in 1655. The *South Gate*, the only remaining town-gate, contains a small museum (open free; key at the adjoining house). The church of *St. Mary Magdalen* (14th cent. tower) is noted for the elaborate carving of the exterior (1510–24). A Norman arch removed from an Augustinian priory now forms the entrance of the White Hart Hotel.

From Launceston to Plymouth, 35½ m., G.W.R. in 1¾–2 hrs. (6/, 2/11½). The G.W.R. station adjoins the other. The train runs to the E. and, crossing the *Tamar*, enters *Devonshire* (p. 159). About 2 m. N. of (4¾ m.) *Lifton* is the 15th cent. manor of *Wortham*, and 1¼ m. W. of (7¾ m.) *Coryton* is the fine early 17th cent. mansion of *Sydenham*. — 12½ m. **Lydford**, also a station on the L. & S.W. system (see pp. 165, 173). Our line turns to the S. and, running parallel with the L. & S.W.R., skirts *Blackdown* as far as (15½ m.) *Mary Tavy* (comp. p. 173). To the right as we approach (19 m.) **Tavistock** (see p. 165) appear the substantial buildings of *Kelly College*. Beyond the halt for *Whitchurch* village (l.) we thread the *Grenofen Tunnel*. 23 m. *Horrabridge* (comp. p. 171). Fine views of Dartmoor to the left. 24½ m. *Yelverton*, the junction of the Princetown line, and thence to (35½ m.) *Plymouth*, see p. 171.

Road from Launceston to *Bodmin*, see p. 179.

Passing (64¾ m.) *Otterham*, station for (5 m.) *Crackington Haven* (comp. p. 193), we soon have a view of the sea (r.).

69¼ m. **Camelford** (*King's Arms*, R. 3/6, D. 3/6; *Darlington Arms*), a dreary town (1384 inhab.) 1½ m. S. of the station

is no longer regarded as the Camelot of King Arthur (comp. p. 121). *Slaughter Bridge*, near the station, was the scene of a battle between the Britons and the Saxons in 823 but not of Arthur's death. From the station, where we join the 'coach-route' from Newquay to Clovelly and Bideford (see p. 192), brakes ply (twice daily in each case; 1/6) to Boscastle (4 m.; p. 193) and to Tintagel (4¾ m.; p. 193).

Brown Willy (1375 ft.), the highest hill ('Bryn Whelli') in Cornwall, and its twin summit, *Rough* or *Row Tor* (1296 ft.), rise 4–5 m. S.E. of Camelford, from which they may be ascended in 2–3 hrs. The view is wide but dull. Good walkers may descend S. to (12 m.) Bodmin (comp. p. 179) or E. to (4 m.) *Five Lanes* and (7 m.) Launceston (p. 190).

71½ m. *Delabole*, the 'St. Tid' of Eden Phillpotts, has quarries of excellent roofing-slate (to the left of the line), which have been worked for four centuries. — 75¾ m. *Port Isaac Road*, for *Port Isaac*, a pretty little cove 3 m. N.W. Beyond (78¼ m.) *St. Kew Highway* the line skirts the *Allen*, crossing it at its confluence with the *Camel*. — 82½ m. **Wadebridge** (*Molesworth Arms*; *Commercial*), a town (2339 inhab.) on the Camel estuary, is redeemed from dullness by the fine old bridge dating from 1485 (320 ft.; 15 arches) connecting it with the village of *Egloshayle* (E.E. and Perp. church).

One of the oldest railways in England (1834; L. & S.W.R.) connects Wadebridge with (6½ m.) *Bodmin* (p. 179). Coach daily, in connection with the afternoon train, to (17½ m.) *Newquay*, see p. 192.

Beyond Wadebridge the railway runs along the S. shore of the Camel estuary to (88 m.) **Padstow** ('Petrock's Stow'; *Metropole*, R. from 4/, L. 3/, D. 5/, *Caledonia*; *Commercial*), a decayed port (2480 inhab.) on the estuary, now frequented for bathing and boating. The church has an E.E. tower, a Norman font, and some good bench-ends.

About 2–2½ m. N.W. are the bathing resorts of *Trevone Bay* and *Harlyn Bay*, and about 2 m. farther is *Trevose Head* (lighthouse; view). — *Stepper Point*, 2½ m. N., commands a fine view of the coast. — A ferry crosses the Camel to *Rock* (golf links). — Walk to *Newquay*, see p. 190.

FROM EXETER TO BUDE.

56¾ m. L. & S.W.R. in 1¾–2¾ hrs. (9/6, 4/9). The trains start from the Queen St. Station but stop also at St. David's.

From Exeter to (25¾ m.) *Okehampton* and (38¼ m.) *Halwill Junction*, see pp. 165, 190. Passengers for Bude sometimes have to change at both these places. — We diverge to the right from the Padstow line (p. 190). — 46¼ m. *Holsworthy* (Stanhope; White Hart) has a church with a massive Perp. tower and a small park. — Just short of (51 m.) *Whitstone* we cross the *Tamar* and the disused *Bude Canal* (1826), on which inclined planes take the place of locks, and enter *Cornwall* (p. 178).

56¾ m. **BUDE** (*Rfmts.*; *Falcon*, R. from 4/6, D. 4/; *Grenville*, R. from 5/, L. 3/6, D. 5/6; *Norfolk*, unlicensed), the 'Kilkhaven' of George MacDonald's 'Seaboard Parish,' is a favourite summer and golfing resort, with a mild climate and fine coast scenery both N. and S. *Bude Haven* is protected by a breakwater affording a good promenade and terminating in the *Chapel Rock*. *Bude Castle*, at the bend of the little stream, is modern.

Bude is connected with *Boscastle*, *Clovelly*, and *Bideford* by coaches (see below), and with *Stratton* (p. 193) by omnibus.

Morwenstow or *Moorwinstow* (inn), of which the Rev. R. S. Hawker was vicar from 1834 to 1875, lies 7½–8 m. N. of Bude. To reach it we follow the coast N. past *Menachurch Point* to (4 m.) the *Duck Pool*, at the mouth of the *Combe Valley* (see below), and hence either continue to follow the coast, viâ (1 m.) the *Lower* and (1¼ m.) *Higher Sharpnose Point*, or turn inland for ½ m. and then follow the road. The church of Morwenstow (founded by St. Morwenna) has a pre-Norman font and Norman arches with beautiful zigzag moulding. Over the door of the vicarage, built by Hawker, is a quaint inscription in rhyme. — Good walkers may extend their coast walk N. viâ (7 m.) *Hartland Quay* to (9 m.) *Hartland Point* (p. 196), passing on the way the lofty *Hennacliff* and *Henbury Beacon*. — From Duck Pool (see above) we may ascend the *Combe Valley*, passing the woods of *Stow* (the site of Sir Richard Grenville's house described in 'Westward Ho'), to (3½ m.) *Kilkhampton* (p. 194), whence we may return by road to (5¼ m.) Bude viâ (4 m.) Stratton (p. 193). — *Compass Point* (view-tower), ¾ m. W. of Bude, and *Efford Beacon*, ¾ m. S. of Compass Point, command good views.

FROM NEWQUAY TO CLOVELLY AND BIDEFORD BY COACH.

The L. & S.W. Railway, in co-operation with the North Cornwall Coach Co., has organized a regular series of coach-routes extending from Newquay to Bideford (a distance of about 80 m.), and circular tour railway and coach tickets may be obtained locally or at Waterloo Station in London for many varied combinations.

The normal stages are as follows: Coach from Newquay to (17½ m.) *Wadebridge* (p. 191; 2¾ hrs.; 4/, return 6/); Railway to (13 m.) *Camelford* (p. 190; 35 min.; 2/2, 1/1); Brake to (4½ m.) *Tintagel* (p. 193; 1 hr.; 1/6). Here the first night is spent, the traveller going on next morning to (3 m.) *Boscastle* (p. 193), either on foot or by brake (1/6). Coach from Boscastle to (15 m.) *Bude* (p. 191; 3 hrs.; 6/, return 8/), where the second night is spent. Coach from Bude to (16½ m.) *Clovelly* (p. 196; 3 hrs.; inside 7/, outside 6/; return 10/, 8/), where at least one night should be passed. Coach from Clovelly to (11 m.) *Bideford* (p. 195; 2 hrs.; 4/6, 3/; return 7/, 4/). — From Bideford the journey may be continued by railway viâ Barnstaple to Ilfracombe or Lynton (see pp. 197, 195).

From Newquay (p. 189) to Wadebridge and Camelford. The coach for Wadebridge pursues an elevated course, with views of open country. Near (2½ m.) *St. Columb Minor*, with its prominent church-tower (late Dec.), are some scanty remains of a 15th cent. priory. — 6 m. *St. Columb Major* (Red Lion; omn. to St. Columb Road Station, see p. 189; 3 m.) has a fine Dec. and Perp. church (restored), dedicated to a maiden St. Columba, and a moated rectory. About 2 m. S.E. is the lofty earthwork of *Castle-an-Dinas*, which local stories connect with King Arthur. — Beyond St. Columb the road runs N.E., passing the 'Nine Maidens,' a line of standing stones (r.), and reaching a height of 740 ft. on *St. Breock Downs*. 17½ m. **Wadebridge** (p. 191). — The next stage, to (13 m.) **Camelford Station** (p. 190), where brakes for Tintagel and for Boscastle meet the trains, is usually covered by railway. Those who prefer to drive may hire a carriage in Wadebridge, but the road is of no great interest.

From Camelford Station to Boscastle travellers may proceed either direct or (preferably) viâ *Tintagel*, spending a night there and going on to catch the coach at Boscastle next day. The direct road to Boscastle (4 m.;

brake twice a day, 1/6) ascends to the N. to the (1½ m.) cross-roads (863 ft.) and thence rapidly descends straight on, with Lundy (p. 195) in sight on the left front.

From Camelford Station to Tintagel, 4¾ m., omnibus twice a day (1/6). At the (1½ m.) cross-roads (see above) we turn to the left. — 4¾ m. Tintagel or *Dundagil* (*King Arthur's Castle Hotel*, on the cliff, R. from 5/6, L. 3/, D. 5/ ; *King Arthur's Arms*, in the village), the " wild Tintagel by the Cornish seas," is one of the most famous places in Cornwall. On the coast, ½ m. from the little village of *Trevena* (now generally called *Tintagel*), and rising above *Tintagel Haven* or *Porth*, a narrow cove surrounded by sombre cliffs of slate, is **Tintagel Head*, a promontory connected with the mainland by a rocky neck. Here, partly on the ' island ' portion and partly on the mainland, are ruins of the *Castle*, which ancient legend, the early chroniclers, and modern poetry conspire to accept as the birthplace of King Arthur, son of Uther Pendragon and Ygrayne. The castle was an early stronghold of the Earls of Cornwall and the keep (on the mainland) is apparently of Norman construction. The key of the enclosure on the ' island ' is obtained at a cottage (small fee) near the bottom of the little valley, whence a steep railed path mounts to the summit, on which are the remains of a small chapel of the 13th cent. (perhaps incorporating some Saxon work), a spring of fresh water, and a natural cavern. — The striking *View from the extremity of the headland comprises the wild and rocky shore from Trevose Head (S.) to Hartland Point (N.). Samphire grows on the cliffs, and the Cornish chough is still an occasional (though rare) visitor. The best general view of the ruins is obtained from the N. side of the cove. — The *Parish Church* (SS. Materiana and Marcelliana), on the cliffs W. of the village, contains traces of Saxon work (chancel and Lady Chapel), a Norman arch, a Norman font, and a curious stone altar.

About 1½ m. S. of the village is *Trebarwith Strand*, a fine bay, with the picturesque *Gull Rock* (133 ft.).

The road from Tintagel to *Boscastle*, 3½ m. N.E. passes (½ m.) *Bossiney*, the (½ m.) **Rocky Valley*, opening on the left, and (1 m.) *Trevalga*. Just beyond the Rocky Valley a finger-post on the right points the way to (1 m.) *St. Nighton's* or *St. Nectan's Kieve*, a pretty little waterfall.

BOSCASTLE (*Wellington*, close to the harbour, R. from 2/6, B. 2/, D. 2/6 ; *Penally Boarding House*) is a small village, the chief interest of which is its curious and intricate little harbour, flanked by picturesque cliffs and sometimes compared to Balaclava on a small scale. The name is a corruption of *Bottreaux Castle*, the site of which is marked by a mound. The ' silent ' church of Boscastle (the bells for which were lost at sea) is at *Forrabury*, close to the soaring headland of *Willapark*.

A walk may be taken N. to (1 m.) *Great Welltown* on *Pentargon Bay*, with its waterfall, and thence along the cliffs to (4½ m.) *Crackington Haven* (p. 190) or even to (9 fatiguing miles more ; no inns) *Bude* (p. 191). — The church (E.E.) at *Minster*, 1¼ m. E. of Boscastle, is a remnant of an Angevin priory (inquire for key at Boscastle). — *St. Juliot's*, 2½ m. from Boscastle up the valley of the *Valency*, is the ' Endelstow ' in ' A Pair of Blue Eyes ' by Thomas Hardy, who was employed as architect on the restoration of the church (1872).

From Boscastle to Bude (carr. & pair 25/–30/). The road at first leads N.W. (inland), but beyond (7½ m.) *Jacobstow* (to the right) it gradually approaches the coast again. About 2 m. short of Bude we have a view of *Marhamchurch* on the right (good bench-ends in church). — 15 m. **Bude**, see p. 191.

From Bude to Clovelly. The road first runs E. to (1½ m.) *Stratton* (Tree Inn), a picturesque village, with a fine Perp. church containing the tomb of Sir John Arundell (1561). Just to the N.W. is *Stamford Hill*, where the Parliamentarians were defeated in 1643 " by the valour of Sir Beville

Grenville and ye Cornish army." At *Hobbacott Down*, 1½ m. S.E. of Stratton, is one of the inclined planes of the Bude Canal (comp. p. 191). — About 4 m. beyond Stratton we reach **Kilkhampton** (*Inn*), with an interesting **Church*, partly Norman and partly Perp., containing some good carved bench-ends and the tomb of Sir Bevil Grenville (comp. pp. 148, 193). The next part of the road is comparatively featureless. About 4½ m. beyond Kilkhampton we pass from Cornwall to *Devon* (p. 159) and in 1 m. more we reach *West Country Inn*. About 2 m. beyond this we turn E. for (2 m.) *Clovelly Cross*, near which are the British entrenchments known as *Clovelly Dykes*. Here we diverge to the left (N.) from the main road to Bideford, and another 1½ m. brings us to *New Road Gate* (about 18 m. from Bude), at the head of the village of **Clovelly** (p. 196).

From Clovelly to Bideford (11 m.; coach and mail-brake, see p. 196). This road is described, in the reverse direction, at p. 196. Passengers from Clovelly may join the coach at New Road Gate or intercept it at the E. end of the Hobby Drive. — **Bideford,** see p. 195.

28. FROM EXETER TO BARNSTAPLE, BIDEFORD, CLOVELLY, AND ILFRACOMBE.

L. & S.W.R. to (39¾ m.) *Barnstaple Junction* in 1–1¾ hr. (6/8, 3/4); to (48¾ m.) *Bideford* in 1½–2¼ hrs. (8/, 4/); to (54¾ m.) *Ilfracombe* (through-carriages by some trains) in 2–2¾ hrs. (9/, 4/5½). Trains start from Queen St. Station but stop also at St. David's. — Barnstaple may be reached from Exeter also by the G.W.R. viâ Dulverton in 2½–3 hrs. (pp. 132, 159; poor service; change at Dulverton). — Coach and mail-brake from Bideford to *Clovelly*, see p. 196.

From London both Barnstaple and Ilfracombe (through-carriages) are reached either by the L. & S.W.R. viâ Exeter (see above) or by the G.W.R. viâ Taunton (p. 159), the time occupied by the journey being about the same in either case (to Barnstaple in 4¼–6½ hrs., fares 31/3, 15/8; to Ilfracombe in 5¼–7¾ hrs., fares 33/8, 16/10).

From Exeter to (11¼ m.) *Yeoford Junction*, where we diverge to the right from the Plymouth line, see p. 165. — From (18¼ m.) *Lapford* onwards we follow the pretty valley of the *Taw*. — *Atherington*, 1¼ m. W. of (33 m.) *Umberleigh*, has a famous carved oak rood-screen in its church. — 39¾ m. *Barnstaple Junction* (Rfmts.).

BARNSTAPLE (*Imperial*; *Royal & Fortescue*; *Golden Lion*; *Victoria, Waverley*, supper, R., & B. 6/6, both unlicensed), a small and ancient seaport (14,485 inhab.), lies at the head of the *Taw* estuary, but has lost much of its trade through the silting-up of the harbour. 'Barum Ware,' specimens of which may be seen at Brannam's Art Pottery (Litchdon St.), still enjoys a certain reputation. The Taw is here crossed by an old bridge of 16 arches, marred by an iron extension. A pleasant esplanade leads hence along the river to *Rock Park*. The *Parish Church* (*St. Peter's*; restored) dates in part from the 14th century. *Holy Trinity* has a satisfactory modern tower (133 ft.). *Queen Anne's Walk* is a colonnade of 1796, with a statue of Queen Anne, dating from 1708. Bishop Jewel

(1522–71) and John Gay (1685–1732; a native) were educated in the *Grammar School*, formerly St. Anne's Chapel. The Friday 'Pannier Market,' in the *Market House*, is worth a visit.

Barnstaple has three railway stations, connected by a loop-line: *Barnstaple Junction*, for the L. & S.W.R., but also used by the G.W.R.; *Barnstaple (G.W.R.)*, for the Taunton line (p. 159); *Barnstaple Town*, the starting-point of the narrow-gauge railway to Lynton (see below) and the first station on the line to Ilfracombe (see p. 197).

From Barnstaple to Lynton, 19½ m., light railway in 1¼ hr. (3/4, 1/7½). This miniature railway, starting at the Town Station (see above), follows practically the same course as the road (recommended to walkers, at least beyond Chelfham) and commands good views (best to the left; view-carriages). As far as (5 m.) *Chelfham* it ascends the valley of the *Yeo* and is comparatively tame, but farther on the scenery is very attractive. 8 m. *Bratton Fleming*. From (12 m.) *Blackmoor*, where we meet the south-bound train, chars-à-bancs run to Combe Martin (p. 199; 4½ m. N.W.) and (9 m.) Ilfracombe (p. 197), and to Lynton (p. 200; 7 m. N.E.). About 3 m. E. are the *Chapman Barrows* (1572 ft.), and 5 m. S.E. is *Showlsbury Castle*, a prehistoric earthwork. — We descend to the *Heddon*, passing (14½ m.) *Parracombe Halt* (village to the right, p. 199), cross the stream, and again ascend. Exmoor stretches to the E. (r.); to the N. is a view of the sea. — 16 m. *Woody Bay Station* is 3 m. from Woody Bay (p. 199) by a winding road (1½ m. as the crow flies) and nearly 3 m. from Hunter's Inn (p. 199). — The final descent to (19½ m.) *Lynton* (p. 200) is very steep (1 in 12). Omnibus from the station to the village 1/.

From Barnstaple to *Taunton*, see p. 159; to *Ilfracombe*, see p. 197.

Beyond Barnstaple Junction the Bideford line follows the S. bank of the Taw estuary. — 42½ m. *Fremington*.

46¼ m. *Instow* (Marine), a small port and watering-place, opposite Appledore (p. 196; ferry 2*d.*, bicycle 4*d.*), with extensive sands at low water, is the starting-point of the weekly mail-skiff to Lundy (23 m. in c. 3 hrs.).

Lundy (the terminal 'y' or 'ey' means 'island'), a rocky granite islet (3 m. long; ¼-¾ m. broad) in the Bristol Channel, with about 60 inhab., lies 12 m. off Hartland Point. It contains some curious rock-formations and is the breeding-place of innumerable sea-fowl, while *Rat Island*, protecting the landing-beach, at the S.W. end, is said to be the last retreat of the native English black rat. Near the landing-place are the remains of *Marisco Castle*, the stronghold of an early piratical over-lord family, and down to the reign of Queen Anne the island was a nest of pirates. The *Shutter Rock*, off the S.W. end, so called because it is believed that it would exactly fill the rifted opening of the adjacent *Devil's Lime Kiln*, was the scene of the wreck of the 'Santa Catharina' in 'Westward Ho!' The modern buildings include a church and two lighthouses. Visitors may find quarters at the Manor House Farm or at one of the cottages.

48¾ m. **BIDEFORD** (pron. 'Biddyford'; *Royal*, at the station; *New Inn*, above the church, R. from 3/6, D. 4/; *Tanton's*, near the bridge, R. 4/, D. 2/-3/, L. 4/), a small and ancient seaport (9078 inhab.), is picturesquely situated on two hills rising from the *Torridge*, 3 m. above its junction with the Taw estuary. It possesses some Elizabethan timbered houses, but has been sadly modernized. The rebuilt *Church* contains a Norman font. The two parts of the town are united by a bridge of 24 arches, originally erected in the 14th century. Most visitors will associate Bideford with 'Westward Ho!', part of which was written in a fine oak-panelled room at the *Royal Hotel* (adm. 6*d.*). A statue of *Charles Kingsley* (1819–75) faces the quay, on which are eight old Spanish cannon. *Chudleigh's Fort*, on the right (E.) bank, reached in ¼ hr. by ascending past the station, affords a good view (adm. 2*d.*).

The L. & S.W.R. runs on from Bideford to (5 m.) **Torrington** (*Globe*), a small town (3041 inhab.) on the *Torridge*, with the scanty remains of an Edwardian castle. Fairfax decisively defeated the Royalists close by in 1646. *Wear Giffard Mansion* (15th cent.), 3 m. N. of Torrington station, has a hall with a magnificent carved oaken roof.

A motor-omnibus (8*d.*) plies between Bideford and Westward Ho! during the temporary suspension of the train-service on the light railway, which runs from the W. side of the river at Bideford to (7 m.) *Appledore* viâ (4¾ m.) Westward Ho! and (5½ m.) Northam. — **Westward Ho!** (*Golden Bay*; *Pebble Ridge*) is a small modern bathing resort, named after Kingsley's novel (1855). Its famous golf-links lie to the N., on *Northam Burrows*, separated from the sea by the curious *Pebble Ridge*, 30 ft. high and 2 m. long. Kipling's 'Stalky & Co.' is believed to describe life at the United Services College, a school formerly at Westward Ho!

From Bideford to Clovelly, 11 m., coach in 2 hrs. (4/6, 3/; return 7/, 4/; mail-brake daily to Clovelly Cross, 2/, return 2/6). Pedestrians should leave Bideford by the lower road viâ (1½ m.) *Abbotsham* in order to visit its ancient little church (Norman font; good bench-ends), joining the coach-road ½ m. farther on. The coach-road, which is a steady ascent all the way to Clovelly, passes (3½ m.) *Fairy Cross* and (2 m.) the *Hoops Inn* (halfway house). About 1½ m. farther on we reach *Bucks Cross*, whence a lane on the right descends to (1 m.) *Bucks Mill*, a charmingly situated fishing-hamlet, supposed to be peopled by descendants of ship-wrecked seamen from the Spanish Armada. About ¾ m. beyond Bucks Cross we reach the E. end of the *Hobby Drive* (see below), a splendid alternative approach to Clovelly for all except passengers in public vehicles. Coach-passengers alight at (11 m.) *New Road Gate*, at the head of Clovelly village, whence luggage is conveyed on donkey-back or sledges.

Clovelly (*New Inn*, halfway down the street, R. 4/, D. 4/6, *Red Lion*, at the foot of the village, near the pier, both often full; simple lodgings), a herring-fishing village with 741 inhab., is so delightfully and uniquely situated, in a narrow rift in the cliffs, that it has become only too popular a resort both for tourists and for painters. The best description of this most quaint and charming of villages is that by Dickens in 'A Message from the Sea.' The main street, far too steep for wheeled traffic, descends in steps and stages from a height of 400 ft. to the little cove and pier at the foot, and no two of the picturesque whitewashed houses with their green doors and balconies are on the same level. Dense woods embosom the village and make its winter climate extraordinarily mild. The *View from the sea is particularly charming (boat and boatman 2/6 per hr.). The by-streets on the W. side of the village should not be overlooked. In the height of the season it is advisable to telegraph ahead for rooms.

The *Hobby Drive, beginning at the New Road Gate (see above), runs S.E. through lovely woods and ends at (3 m.) the Bideford road (adm. 4*d.*, cycle 6*d.*, carr. 1/6 to 2/; no motors). It commands exquisite views of Lundy, the Bristol Channel, and the Welsh coast. — On the other (N.W.) side of the village are the equally charming grounds of *Clovelly Court, entered by *Yellery Gate*, opposite the New Road Gate (adm. to the park 6*d.*). The prime beauty spot is **Gallantry Bower* (c. 1¼ m. from the gate), which rises sheer from the sea for 387 ft. and affords a superb view. The walk is generally extended for ½ m. to *Mouth Mill*, a picturesque and rocky cove. We may direct our return so as to pass near Clovelly Court (modern) and the late-Norman *Church* of Clovelly, with monuments of the Carys, who were lords of the manor for 600 years. On regaining the road we turn to the left. — *Bucks Mill* (see above), 2½ m. E. of Clovelly, may be reached by a rough walk along the stony beach (at low water). — Lundy (p. 195) is sometimes visited by sailing-boat (c. 25/) from Clovelly (16 m.).

From Clovelly Cross the mail-brake (see above; 1/) goes on to (4 m. W.) the little town of *Hartland* (King's Arms), whence the road goes on viâ (1½ m.) *Stoke*, with the large Perp. parish church (striking rood-screen), to (1 m. more) *Hartland Quay* (Hotel), a secluded little coast-resort, noted for the contortions of its slate rocks. Permission may be obtained at the King's Arms in Hartland to drive or walk through the attractive grounds of Hartland Abbey (house modern) to (3 m.) *Blackmouth*, on the coast, ½ m. N. of Hartland Quay and 1½ m. S. of *Hartland Point* (350 ft.; lighthouse), the N.W. extremity of Devon (fine cliff scenery).

From Clovelly to *Bude*, see p. 193.

From Barnstaple to Ilfracombe, 14¼ m., L. & S.W.R. in 30–40 min. (2/4, 1/2). Leaving Barnstaple Junction (p. 194 ; main line), the Ilfracombe train crosses the Taw by an iron bridge to the (¾ m.) *Town Station* (see p. 195), and runs W. along the river. Appledore (p. 196) is seen to the left, across the estuary. — Beyond (5 m.) *Wrafton* the line turns inland (N.). — 6 m. *Braunton* has a church dedicated to St. Brannock, with an E.E. chancel, a Perp. tower, and good bench-ends. To the W. lie *Braunton Burrows*, a happy hunting-ground for the botanist, and *Saunton Sands*. — 11¾ m. *Morthoe* (Fortescue Hotel), the station for *Morthoe* (p. 198) 2 m. N.W., *Lee* (p. 198) 2 m. N., and *Woolacombe* (p. 198) 1¾ m. W. We then descend rapidly along the E. side of the pleasant *Slade Valley* in a succession of curves and cuttings.

14¼ m. **ILFRACOMBE,** once a port of some consequence, now a favourite and fashionable summer and winter resort (8935 inhab.), is beautifully situated on the S. shore of the Bristol Channel. The grand coast scenery in the vicinity and the charming inland woods and glens combine with a delightful climate to make it an admirable centre of excursions.

Hotels. Ilfracombe, a large building finely situated above Wildersmouth Beach, with swimming and other baths, R. from 5/6, D. 5/; Royal Clarence, High St.; Queen's, High St., old-fashioned, R. from 3/6; Cliff Hydro, overlooking the harbour, unlicensed ; Great Western ; Collingwood, Imperial, Dudley, Granville, Oxford, and many other private hotels (from c. 9/ per day) and boarding-houses (from c. 5/).

Cabs. With 1 horse (1–2 pers.) 1/ per mile, each addit. ½ m. 6*d.*, each additional pers. 6*d.* ; with 2 horses 1/6, 9*d.*, & 9*d.* ; by time (1–4 pers.) 2/6 per hr. and 1/ each addit. ½ hr., with two horses 3/9 and 1/6. — Chars-à-bancs and Motor Brakes run regularly to *Lynton* (p. 198), *Hunter's Inn* and *Woody Bay* (5/), *Barnstaple* (4/6), *Saunton Sands* (4/), *Lee* (2/), *Woolacombe Sands* (2/6), *Watermouth Caves* (2/), *Berry Down* (2/6), and *Combe Martin* (thrice daily, in ½ hr. ; return-fare 2/).

Steamers ply regularly to *Swansea* (4/6, 3/), *Cardiff*, and *Bristol* (return-fares 5/, 3/6), and excursion-steamers ply to *Clovelly* (3/, 2)/, *Lynmouth* (2/6, return 3/), *Lundy*, *Minehead*, *Newquay*, the *Mumbles*, *Tenby*, etc. — Sailing Boats 2/6 per hr. — Rowing Boats 1/6 per hr.

Bathing Places at the *Tunnels Beach* (6*d.*), reached via Northfield Road, and at *Rapparee Cove* (6*d.* ; see below). — *Tunnels Baths*, at the entrance to the Tunnels, with hot and cold sea-water baths (1/6 & 2/).

From the railway station (Rfmts. ; hotel and other omnibuses) on the S. side of the town, Station Road descends to (¼ m.) the parish church of *Holy Trinity*, whence it is continued E. by Church St. to High St., with the Post Office and other public buildings. The turnings on the left (N.) side of High St. lead to *Wildersmouth Beach*, with the prominent *Capstone Hill* (181 ft. ; view), at the foot of which is the *Victoria Pavilion*, where free concerts take place. To the S.E. of the Capstone are the *Harbour* and *Promenade Pier* (1*d.*), sheltered on the N. side by *Lantern Hill*, with the remains of the *Chapel of St. Nicholas*, now a lighthouse, on its crest. On the S. side of the harbour is Quayfield Road, whence a path leads left to the sheltered *Rapparee Cove*, with its bathing machines (free boat from pier for bathers). Over this rises the lofty *Helesborough* (447 ft. ; view).

To the W. of the town (entr. near the Tunnels Baths ; adm. 2*d.*) is the ***Tors Walk**, a zigzag path cut out on the seaward face of the height on that side and affording a series of charming views. At its upper end (rfmt. pavilion) the Tors Walk joins the road to Lee (see below).

The chief points of interest to the E. of Ilfracombe are treated in Rte. 29. To the W. the finest walk is that to *Lee* (2–3 m.), *Bull Point* (5 m.), and *Morthoe* (6½ m.). **Lee** (*Lee Hotel*), a charming village, famous for its fuchsias, a little inland from *Lee Beach* (Manor Hotel, pens. 3½–5 guineas per week), is pleasantly reached by the Tors Walk (see above), from the top of which it is 1½ m. by a straight road. Or we may ascend Langleigh Lane, to the left (S.) of Holy Trinity Church (p. 197), and cross the open *Lee Downs* (views) to (2½ m.) Lee, the final part all downhill. We ascend the steep hill on the far side of Lee Beach, and in about ½ m. pass a lane (l. ; finger-post) leading to (2 m.) *Morthoe Station* (p. 197). We, however, keep straight on and pass through two gates, beyond the second of which a finger-post indicates the footpath to Bull Point, which about 1 m. farther on reaches the road ½ m. short of *Bull Point Lighthouse* (154 ft. ; visitors admitted ; view). From the lighthouse a road leads to (1½ m.) **Morthoe** (*Chichester Inn*), the E.E. church (restored) of which, with its 14th cent. tower, contains the tomb of William de Tracey (1321), a former vicar, sometimes confounded with the murderer of Becket (p. 175). *Morte Point*, a rock-bound headland 1 m. W. (now a public park), commands a wild and wide view. — Morthoe is 2 m. from Morthoe station (p. 197), but good walkers are advised to follow the road S., passing the *Morthoe Hotel*, to (½ m.) *Barricane Bay*, with its beach of minute shells, and to go on thence to (1 m.) *Woolacombe* (Woolacombe Bay Hotel; chars-à-bancs, see p. 197), a rising watering-place with sands and golf-links, 1¾ m. E. of Morthoe station (p. 197).

Among the inland walks from Ilfracombe may be mentioned that to *Two Pots* (731 ft. ; view), 2½ m. S. The usual course is to follow the old Barnstaple road along the ridge (views) and return by the new road through the valley. — *Score Woods*, 1 m. S., are another favourite goal. — About 1 m. S.E. of Ilfracombe is the pleasant little dell of *Chambercombe*, whence we may return (1½ m.) viâ Hele (see below).

29. FROM ILFRACOMBE TO LYNTON (LYNMOUTH) AND MINEHEAD.

Both Lynton and Minehead are, of course, circuitously accessible from Ilfracombe by rail viâ Barnstaple (to *Lynton*, 35 m., in 2¼ hrs., 5/8, 2/9½ ; to *Minehead*, 86 m., in 5 hrs., 13/6, 6/9 ; comp. pp. 197, 195, 159) ; but those who care to make acquaintance with some of the most charming scenery in England should certainly make the direct journey by road (c. 36 m.). A Motor Brake plies daily in summer from Ilfracombe to (17½ m.) *Lynton* (7/6, return 11/), and a Coach from Lynton to (18 m.) *Minehead* (7/6, return 15/). The Walk by the cliff-path (or at least the coast road) is strongly recommended, and the hotels and inns on the way allow it to be divided into easy stages. In any case a day or two should be spent at Lynton or Lynmouth.

FROM ILFRACOMBE TO LYNTON.

For this stage we have a threefold choice. The Coach Road, even though it runs inland and without view of the sea for great part of its course, has attractions that render it little inferior to the Coast Road, more to the N., which skirts the sea most of the way and should be selected by motorists or cyclists. The *Walking Route coincides with the coast road for the first 9 m. or so.

a. Coach Road, 17½ m. (motor-brake, see above). Leaving Ilfracombe by Larkstone Road, we pass to the S. of *Helesborough* (p. 197) and soon reach (1½ m.) *Hele*, near the charming little sandy bay of that name (l.). The old road to Lynton here diverges to the right, running to Combe Martin viâ *Berry Narbor*, the birthplace of Bishop Jewel (p. 194), with a 15th

cent. manor-house (now a farm) and a beautiful Perp. church-tower. The coach, however, follows the coast road. 1½ m. (2¾ m. from Ilfracombe) *Watermouth*, with a modern Gothic castle (r.). To the left are the interesting *Smallmouth* and *Briary Caves* (adm. 3*d*.). About ¼ m. beyond Watermouth Castle is (l.) an iron gate opening on a short-cut footpath. About 1 m. farther we pass *Sandabay* (l.) and a lane leading to Berry Narbor (r.; p. 198). ½ m. **Combe Martin** (*King's Arms*), a village straggling up the valley for 1½ m. The *Church* is a battlemented building, with a fine Perp. tower (99 ft. high), Perp. nave and aisles, and E.E. chancel. In the N. aisle is the elaborate effigy of Judith Haucock (1637). The coach road traverses the village from end to end and runs inland (S.E.; retrospects of sea). At (4¼ m.) *Blackmoor Gate* we reach and cross the Barnstaple and Lynton railway (p. 195; passengers often join the coach here). The road now turns N.E. and follows practically the same course as the railway. 2 m. *Parracombe* (Fox & Goose), at the foot of a steep hill, has a disused old church. We again ascend and soon regain a view of the sea off Heddon's Mouth (p. 200). We cross the railway at (1½ m.) *Woody Bay Station* (p. 195). About 1½ m. farther on we begin the descent (*Dean Steep*) of the picturesque valley of the *West Lyn*. At (¾ m.) *Barbrook Mill* we turn to the N. About ½ m. beyond (¾ m.) *Lyn Bridge* (Cottage Inn), near Lynton station (p. 195), we keep to the left for *Lynton*. A new road, diverging to the right at Barbrook Mill, leads to (5½ m.) *Lynmouth*, superseding, for carriages, the old breakneck direct descent from Lynton.

b. Coast Road (17 m.). The coast road and coach road coincide as far as (5½ m.) the S.E. end of *Combe Martin* (see above). The former then turns to the left and runs E. to (1½ m.) *Stony Corner*. On the coast (l.) are *Hangman Point* (716 ft.), the E. pillar of Combe Martin Bay, and the *Great Hangman* (1044 ft.) on *Girt Down*. From Stony Corner, where several roads meet, we take the road running nearly N. and after about 1 m. more we reach the top (989 ft.) of the ascent from Combe Martin, with *Holdstone Barrows* (1146 ft.) on the left; this is the hardest and least interesting part of the route. Henceforward the driving or cycling improves, and the scenery becomes more and more charming. As we descend towards (1½ m.) *Trentishoe* we have a full view of the sea. It is better to diverge to the right, a little short of this village, and follow the winding new road (good views) to (1¼ m.) *Hunter's Inn*, delightfully situated in the valley of the *Heddon*, about 1 m. above its mouth (see p. 200). The old and most direct road from Hunter's Inn to Lynton runs E. over *Martinhoe Common* and joins (3 m.) the coach road at *Caffin's Cross*, at the head of the Dean Steep (see above). The more picturesque new road, however, turns to the left (N.), runs along the E. slope of the Heddon Valley, and then sweeps round, high above the sea (views), to (2¾ m.) **Woody* or *Wooda Bay* (Woody Bay Hotel; Glen), a tiny seaside-resort, enclosed

by abrupt and richly wooded cliffs. Woody Bay Station (p. 195) is c. 3 m. S.E. The road from Woody Bay to (3½ m.) *Lynton* passes *Lee Bay*, *Lee Abbey*, and the *Valley of Rocks* (see below), and affords a series of exquisite views.

c. Coast Path (16 m.). As far as (9¾ m.) *Trentisho* (p. 199) walkers are advised to follow the route just described. They then descend the steep and finely wooded combe towards (¾ m.) Hunter's Inn (p 199), and either descend the path on the left bank of the Heddon, or, about ¼ m. short of the inn, take the path (l.) on the right bank, between the stream and the new road (p. 199). 1 m. *Heddon's Mouth* is a small cove enclosed by stern and lofty cliffs, forming a striking contrast to the wooded charms of the upper part of the glen. From Heddon's Mouth we retrace our steps to the wooden bridge over the stream, beyond which we by-and-by ascend to the excellent and most picturesque path that has been cut along the cliffs to (2 m.) *Woody Bay* (p. 199). Beyond Woody Bay our path becomes a road, but still runs near the cliffs. At the fork we take the left (lower) branch leading to the charming *Lee Bay*, on the E. side of which are the grounds of (1¾ m.) *Lee Abbey*. These are crossed by a private road, entered by a gate at Lee Mouth, and quitted by another gate near *Wring Cliff Cove*.

To the N. of Lee Abbey is *Duty Point* (view-tower), a precipitous cliff to which a romantic story attaches. Permission to visit it may sometimes be obtained at the house, in which case we may afterwards make our way direct along the cliffs to the Valley of Rocks.

On emerging from the grounds of Lee Abbey we soon find ourselves in (½ m.) the ***Valley of Rocks,** described by Southey as "a city of the Anakim." To the left rises the *Castle Rock* (view), to the right the *Cheesewring*. We follow the cliff-path called the **North Walk*, diverging to the left from the road. Other prominent crags are known as the *Chimney Rock* and *Ragged Jack*. The path leads us to (1 m.) a point about midway between Lynton and Lynmouth.

LYNTON and **LYNMOUTH** are two lovely seaside villages and summer-resorts, with a joint population of c. 3500. Lynmouth lies on the shore, at the point where the deep wooded valleys of the *East* and *West Lyn* converge and discharge their waters into the sea. Lynton stands on the edge of the cliff, 430 ft. above. The two are united by steep roads and a cliff railway (p. 201). As headquarters for excursions in the charming environs, there is little to choose between them. Those who are attracted by the opportunity for bathing (not very good) will select Lynmouth; Lynton, on the other hand, has the finer views and a more exhilarating air. Both villages have been somewhat marred by building operations.

The classic description of these two villages is that of Southey, who found Lynmouth the finest spot he ever saw "except Cintra and the Arrabida." Shelley, who spent some time at Lynmouth in 1812 after his marriage with Harriet Westbrook, in a 'myrtle-twined' cottage (rebuilt), was another enthusiastic admirer of the twin villages. — The neighbourhood offers good angling (tickets at Lynmouth post office from 2/6 per day).

Hotels at *Lynton*: VALLEY OF ROCKS; ROYAL CASTLE, R. from 4/6, B. 2/6, D. 4/6, with large grounds; LYNTON COTTAGE, R. from 7/6, L. 3/, D. 5/; IMPERIAL; all these with good sea-views; CROWN, unpretending; NORTH CLIFF, private. — At *Lynmouth*: TORS, in a fine open situation, 300 ft. above the sea; LYNNALE, R. from 4/, D. 4/6; LYN VALLEY, R. from 2/6, D. 5/6; BATH, R. from 2/6, D. 3/6; SUMMER-HOUSE, private, pens. from 42/ per week.

Cliff Railway between Lynmouth Beach and Lynton (fare 2*d.* up, 3*d.* down, return 4*d.*).

Coaches and **Brakes** (horse and motor) run regularly from Lynton and Lynmouth to *Ilfracombe* (see p. 198), *Minehead* (see p. 198), the *Doone Valley* (return fare 5/), *Hunter's Inn* (5/), *Watersmeet* (2/6), *Porlock* (4/6), *Simonsbath* (4/), and other points. Inquiries may be made at Jones's Coach Office, Church Hill, Lynton.

Steamers ply from Lynmouth to *Ilfracombe* (return fare 3/), *Clovelly*, *Clevedon*, *Weston-super-Mare*, *Bristol* (4/, return 5/), and other points (embarkation by small boat).

The best general views of the two villages are obtained from *Hollardy* or *Hollerdy Hill* (W. of Lynton; visitors admitted) and *Summerhouse Hill* (850 ft.), ascended by a zigzag path beginning near the parish church, in Lynmouth. Near the bridge, in Lynmouth, is the entrance to **Glen Lyn* (adm. 6*d.*; closed on Sun.), revealing the romantic cascades and fern-clad banks of the lower course of the West Lyn. The little pier at Lynmouth has a picturesque machicolated tower.

Many of the favourite excursions from Lynton and Lynmouth are indicated in the descriptions of the routes to *Ilfracombe* (pp. 198–200) and *Minehead* (pp. 203, 204). A few others are noted below.

To WATERSMEET AND ROCKFORD, 4 m. Leaving Lynmouth by the road running E. from the Lyndale Hotel, we quickly reach a bridle-path on the left which we follow to (½ m.) a footbridge over the *East Lyn* at *Woodside*. Our path then lies along the right (N.) bank of the stream, which here forces its way through a narrow valley with sides rock-strewn or thickly wooded. The colouring of stream, moss, fern, foliage, and rock is singularly rich and effective. About 1 m. farther on we pass another footbridge opposite a cottage, and very soon afterwards cross to the left bank by a stone bridge. In ½ m. more, beyond yet another footbridge leading to a house on the right bank (rfmts.), we reach the **Watersmeet*, where the East Lyn (known above the confluence as the *Brendon Water*) receives the *Combe Park* or *Hoar Oak Water*. [Those who wish to return to Lynmouth may ascend to the road on the left bank of the East Lyn.] To continue our walk, we retrace our steps to the last-mentioned footbridge, cross it, and ascend on the right bank of the East Lyn. The path rises considerably above the stream. Passing through *Nutcombe Wood*, we emerge (1 m.) on the hillside, but soon re-enter the woods by a small gate (good retrospect). Various side-paths lead right to the **Long Pool* (with its fall), where the river is confined between cliffs draped with creepers. Regaining the main path, we soon reach a (1 m.) bridge by which we cross the stream to the *Rockford Inn*. The direct road back to Lynmouth leads W. to (½ m.) *Brendon Church* and (¾ m.) *Hillsford Bridge*, near *Combe Park*. The road running W. from this point leads to *Lyn Bridge* (p. 199) and (2½ m.) Lynton; the road to the N. follows the left bank of the East Lyn to (2¼ m.) Lynmouth, passing just above the Watersmeet. For the walk from the Rockford Inn to Malmsmead, etc., see below.

To THE DOONE VALLEY. The shortest route (7½ m.) is to follow the road to *Countisbury* (p. 202) and *Leeford* (see below) and walk from the latter across the moor to *Badgworthy*. The driving route (9 m.) is viâ Countisbury, Leeford, and Malmsmead (p. 202). The pleasantest route (10¼ m.) is viâ the Watersmeet, Leeford, and Malmsmead.

From Lynmouth viâ the Watersmeet to (4 m.) the *Rockford Inn*, see above. Hence we follow the road, leading first S.E. and then N.E. to (1 m.) *Leeford* (Staghunters' Inn). Here the road from Countisbury comes in on the left, over the Leeford Bridge. Opposite (r.) is a lane leading to (1 m.) *Cross Gate* (1055 ft.), whence a track crosses the moor to (2¼ m.)

the *Doone Valley*, steering S. for the first mile, then trending S.E., and finally turning almost due E. Drivers continue to follow the road from Leeford to (2 m.) *Malmsmead* (rfmts.), a hamlet where carriages must be left. From Malmsmead a cart-track ascends along the W. side of the valley of the *Badgworthy Water* for about ¾ m. This is continued by a footpath, which brings us to (1 m.) a side-stream (r.) identified with the *Waterslide*, up which little John Ridd struggled in the pages of Blackmore's 'Lorna Doone.' About ½ m. farther on, on the same side, opens the ***Doone Valley** itself, the scenery of which is neither so wild nor so romantic as readers of 'Lorna Doone' may have been led to expect. The Doones (according to tradition) were a little band of outlaws who terrorized the countryside at the close of the 17th cent., making their headquarters in this valley until a particularly atrocious act of cruelty nerved the inhabitants to exterminate the pest. Mr. Blackmore, whose grandfather was rector of the adjoining parish of Oare (p. 203), adapted the legend in his well-known novel, using a romancer's privilege to heighten the colours a little. The only trace of the Doone settlement consists of the foundations of some huts. There is a solitary cottage near the mouth of the valley. Doone Valley is 5 m. from Simonsbath (see below) by a rough moorland route. Good walkers, who wish to see a really wild bit of Exmoor before returning to Lynmouth, may proceed (S.E.) from the Badgworthy valley for 1½ m., turn E. for (1 m.) the *Chalk Water*, and make their way down this stream to (4 m.) *Oareford*, whence they follow the road N. to *Oare* (p. 203) and (2 m.) Malmsmead (see above).

To Simonsbath, 9 m. This excursion is recommended to those who do not anticipate another opportunity of exploring Exmoor. From Lynmouth we follow the Rockford road (comp. p. 201) to (2½ m.) *Hillsford Bridge*; from Lynton we reach the same point viâ *Lyn Bridge* (p. 199). We follow the road S. and after ½ m. turn to the left (E.), passing *Bridge Ball*. We ascend rapidly, and just beyond (½ m.) the entrance to Brendon Rectory we turn again to the S. (r.) for *Scob Hill Gate*. The road now traverses the open moorland, ascending steadily viâ *Farley Hill* (1267 ft.) to (2¾ m.) *Brendon Two Gates* (1379 ft.; now one gate only), where we enter *Somerset* (p. 120) and *Exmoor Forest* proper (see below). To the right rise *Chapman Barrows* (p. 195; 4 m.) and *Chains Barrow* (1499 ft.; 2½ m.). A little to the N.E. is the head of *Doone Valley* (see above). About 1½ m. farther on our road crosses the *Exe* (p. 132) near its source, and soon after begins the descent (S.E.) to (1½ m.) **Simonsbath** (*Exmoor Forest Hotel*), so named from a pool in the Barle above the bridge. We may go on S.W. to (11 m.) *South Molton* (p. 159), passing *Span Head* (1618 ft.), or we may go S.E. viâ *Withypool* (Royal Oak) and the *Tarr Steps* to (14 m.) *Dulverton* (p. 159). *Exford* (p. 203) lies 5 m. E., and drivers may return thence to (16 m.) Lynmouth viâ the White Stones. Indefatigable walkers might return viâ the Doone Valley, Badgworthy, and the Watersmeet.

Narrow-gauge railway from Lynton to *Barnstaple*, see p. 195.

FROM LYNTON TO MINEHEAD.

Both the driving and the walking route are charming, but preference should be given to the latter by all who can face the fatigue.

a. Coach Road (18 m.; coach service, see p. 198). From the bridge at *Lynmouth* the road ascends steadily, affording fine retrospects of Hollardy Hill, etc. To the left diverges a path leading to *Sillery* or *Celery Sands*. Beyond (1½ m.) *Countisbury* (866 ft.; Blue Ball Inn) the road runs along the N. verge of Exmoor Forest.

***Exmoor Forest**, a tract of high moorland about 120 sq. m. in area, lies mainly in Somerset but extends into Devonshire. Geologically it is Devonian, and its slate and sandstone summits are less rugged than the granite tors of Dartmoor. It is mentioned as a royal forest in a charter of King John. It was disafforested by Act of Parliament in 1818. Large tracts are still uncultivated, and covered with colourless tussocky grass, prickly grey furze, or heather. The wild red deer (otherwise extinct in England) is still regularly hunted on Exmoor (comp. p. 159

and below). It supports also a hardy race of horned sheep. The true native Exmoor pony is now bred only by Sir A. H. Dyke Acland, whose stud has been removed from Holnicote (see below) to *Killerton Park* (5 m. N.E. of Exeter). Specimens may be seen for sale, on the last Thurs. in Oct., at Bampton Fair (near Tiverton, p. 132). Excellent fishing is afforded by the streams. The highest summit is *Dunkery Beacon* (see below), but *Span Head* (p. 202) attains a height of 1618 ft. and many other hills are over 1500 ft. For excursions on Exmoor, see p. 202 and below.

As we proceed two roads diverge on the right for *Leeford* (p. 201), one 1 m. beyond Countisbury, the other 1 m. farther on. ½ m. *White Gate* and (½ m.) *Black Gate* are both entrances to *Glenthorne* (p. 204). To the left rises the *Old Barrow* (1136 ft.). At (1 m.) *County Gate* (1061 ft.) we enter *Somerset* (p. 120). *Malmsmead* (p. 202) is about ¾ m. S. of this point, and ¼ m. farther on is a road leading S. to (1 m.) *Oare Church*, where Lorna Doone was married to John Ridd and shot by Carver Doone (comp. p. 202). Fine views of the sea. The road now ascends gently, partly through the woods of Culbone Hill, to *Yearnor Moor House* and (3 m.) *Oare Post*, whence a road leads W. (r.) to (2 m.) *Oareford* (p. 202). The steep old road (good views) to Porlock leads straight on from (¼ m.) *Pittcombe Head* (1347 ft.), but wheeled traffic follows the private road (small toll) descending at an easier gradient to the left. A road on the right, near (¼ m.) *Whitstone* or the *White Stones*, leads from the old road to (5 m.) *Exford* (White Horse), a fishing resort on the *Exe*, with the headquarters of the Devon and Somerset Stag Hounds. 3 m. (12½ m. from Lynmouth) **Porlock** (*Ship*; *Castle*; *Lorna Doone*, private), the 'enclosed port,' a charming village, now 1 m. from the sea, in a fertile vale. In the quaint little church of *St. Dubritius* (Perp. and E.E.) is the sumptuous tomb of Baron Harington (d. 1417) and his wife. About 1 m. W. is *West Porlock*, and ½ m. beyond it is the little port of *Porlock Weir* (Anchor).

It was in a "lonely farmhouse between Porlock and Lynton" that Coleridge is said to have had the vision which resulted in 'Kubla Khan' (1798); and 'Southey's chimney-corner,' in the picturesque Ship Hotel, is pointed out as the place where that poet wrote the lines on Porlock's 'verdant vale.'

Dunkery Beacon (1707 ft.), the highest hill on Exmoor, rises about 4 m. S. of Porlock. It is a dark brown moorland hill, "whose Celtic name has an appropriate sound among the remains of primeval times with which it is crowned" (E. A. Freeman). Visitors may drive, viâ *Luccombe*, nearly all the way to the top. Walkers should proceed viâ the *Horner Woods* and *Cloutsham*, where the opening meet of the Devon and Somerset Stag Hounds is held annually, early in August. The *View is very extensive, stretching (it is said) from Plymouth (S.) to the Malvern Hills (N.). The descent may be made S.W. to (4 m.) *Exford* (see above), S.E. to (3½ m.) *Cutcombe*, on the road from Minehead to Dulverton (p. 159), or N.E. to (3 m.) *Wootton Courtenay*.

About 1 m. W. of Porlock is *Alderford*, with an old pack-horse bridge with two arches, whence *Bossington Beacon* (1014 ft.; *View) is easily ascended. — Many other charming walks among the glens of Exmoor may be made from Porlock.

The road from Porlock to Minehead crosses the *Horner* and ascends to (2 m.) *Holnicote*, with the seat of Sir A. H. Dyke Acland on the right. The road diverging to the left just beyond this leads to Minehead viâ *Selworthy*, and is more attractive than the coach road, which it rejoins at *Headon Cross* (373 ft.), 1½ m. farther and 2½ m. from *Minehead* (p. 204).

b. Coast Route (18–19 m.). In the middle of the village of (1½ m.) *Countisbury* (see p. 202) we diverge to the left from the road, pass the church (l.), and follow the well-marked and charming cliff-path. On nearing (¾ m.) *Foreland Point* (lighthouse ; fine view of the sea) the path turns to the E. About ¾ m. farther on we have to cross a deep combe (no distinct path). We then follow a rough cart-track leading towards the shore for about ¼ m. and leave it for a higher path on the right, which crosses the ridge and descends to a gate. Here we keep to the right. At (1½ m.) the next fork we take the lower path, and follow it past numerous combes (some of them richly wooded) to (1 m.) a small iron gate admitting to the beautiful grounds of ***Glenthorne,** through which pedestrians are allowed to pass. A little farther on the path joins the carriage-drive at the archway known as 'The Towers.' After following the drive for some distance, we diverge again by a path to the right before reaching the picturesque house (not shown), which is delightfully situated on an eminence 150 ft. above the sea.

On emerging from the grounds, we cross a small field and follow a road running towards the shore till we reach an iron railing. Beyond the shrubbery and another part of the field, we should, at the various forks, keep to the right and avoid descents. We soon reach a wooded combe, where we take the middle path. This crosses the combe at a wooden railing, and brings us to a cart-track, which ascends and crosses a small brook. The path to the right leads through wood to (3½ m. from Glenthorne) *Culbone*, a hamlet possessing the smallest church (Perp.) in England with both nave and chancel (33 ft. by 12 ft.). — The coast or landslip path, though rough, is now more easily traced. To the right are the grounds of *Ashley Combe* (no adm.). From (1½ m.) *Porlock Weir* a road leads right (S.E.) to (½ m.) *West Porlock* and (1 m.) *Porlock* (p. 203). The coast walk is continued by proceeding N.E. from Porlock to (1 m.) *Bossington*, and ascending (1 m.) *Bossington Beacon* (p. 203 ; cairn). Hence we follow the ridge of North Hill all the way to (3½ m.) *Minehead*, or (by a detour of ½ m. to the left) we may descend to *Greenaleigh* and follow the coast.

As the last part of the coast-walk is by no means on a par with that from Lynmouth to Porlock, many travellers may well prefer to cover the 6 m. between Porlock and Minehead by coach.

MINEHEAD (*Métropole, Beach,* both near the station and the beach ; *Plume of Feathers,* an old house, R. from 3/6, D. 4/6 ; *Wellington* ; *Beaconwood, Hopcatt, Avenue,* private hotels), a pleasant little summer resort (3458 inhab.) with many old houses and a 14th cent. church. Its attractions include beautiful environs, a mild climate, a fair shingle bathing-beach, a golf-course, and a polo-ground (at Dunster Lawn).

Dunkery Beacon (p. 203 ; 2½–3 hrs.) and many other points on Exmoor may be visited from Minehead ; and the railway to *Taunton* gives easy access to *Dunster, Cleeve Abbey,* etc. (see p. 159). To the W. are *Bratton Court* (1½ m.), *North Hill,* etc., and omnibuses run regularly to *Porlock* and *Porlock Weir* (p. 203). A road runs S. viâ Dunster and past the *Brendon Hills* to (19 m.) *Dulverton* (p. 159).

NORTH DEVON COAST
0 1 2 Miles
0 1 2 3 Kilometres
FORELAND Pt
Lighthouse
Lynmouth Bay
Countisbury
Inn
Foreland Point
Lighthouse
Countisbury Cove
Glenthorne
Countisbury
Kipscombe Hill
Old Barrow C.
Wingate
Yenworthy
Coombe
County Gate
Broomstreet
Wilsham
Middlelade
Brendon
Oakhunds
Brendon Barton
Scob Hill
Oare
Kemps Fm.
Cloud (Lorna's Bower)
Oareford
Malmsmead
Rockford Bridge
Shalstone Hill
Tank Combe
Brendon Common
Deer Park
Doone Valley
Hut Circle
Brendon Two Gates
Hoar Oak Tree
Haccombe Water
Lanacombe
Tom's Hill
Long Combe
Larkbarrow
Hut Circles
Black Barrow
South Common
Mill Hill
Barbrook Water
Weir Water
Hoaroak Water
Berry Castle
Lucott
Lucott Cross
Lucott Moor
Woodcocks Ley
Ley Hill
Wilmersham
Stoke Pero
Long Stake Ridge
Dunkery Hill
Cloutsham
Horner Wood
Horner Hill
Blackford
Treyton
Hopcott
Alcombe
Luccombe
Wootton Courtney
Wootton Fitzpaine
Hurscott
Hole Bottom
Brockwell
Fords
Cowbridge
Timberscombe
Knowle
Ramscombe
Grabbist Hill
DUNSTER
Dunster
Castle
Hotel
Camp
Barrow
Fair Garden
Inn
PORLOCK BAY
Hurlstone Pt
Gore Pt
5 Fathoms Line
Low Water Mark
Porlock
Porlock Weir
Porlock Common
West Porlock
Porlockford
Worthy
Inn
Bossington
Bossington Hill
Selworthy Beacon
Allerford
Selworthy
Bury Cas.
North Hill
Wydon
Higher Town
MINEHEAD
The Strand
Golf
Pier
Harbour
C.G. Sta.
Woodcombe
Hindon
Bratton Court
Bratton
Perriton
Greenaleigh Pt
Greenaleigh
Barsgrove Chap.
F. Myne
W. Myne
Hobrcott
W. Luccombe
Ramscombe
Glen Lo.
E. Lynch
Lynch
Porlock Hill
Eastcott
Birchanger
Whitestones
Culbone
Culbone Hill
Ashley Combe
Yearnor
Worthy
Inn
Low Water Mark
Continued above
Continued below
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30. LIVERPOOL AND BIRKENHEAD.

LIVERPOOL (pop. 746,421), the second seaport of England and a bishop's see since 1880, is situated on the gently rising E. or Lancashire bank of the estuary of the *Mersey*, which at the Landing Stage, 3 m. from the open sea, is only ¾ m. across, although it widens considerably both above and below. The slums of Liverpool are due chiefly to the vast amount of unskilled and cosmopolitan labour employed at the docks, but it surpasses the average manufacturing city in the number and splendour of its public buildings, and its outer districts are well planned and well built.

Railway Stations (*Rfmts.* at all). *Lime Street Station* (Pl. A, B 1), for the L. & N.W.R. main lines; *Exchange* (Pl. C 1, 2), for the L. & Y.R.; *Central* (Pl. B 4), for the Cheshire Lines, M.R., G.C.R., and G.N.R., with a low-level station for the Mersey Railway (p. 207); *James Street* (Pl. D 3), for the Mersey Railway; *Riverside* (Pl. E 1, 2; L.&N.W.R.), adjoining the Landing Stage, for the Atlantic passenger traffic. There are besides about 100 suburban stations in the Liverpool district.

Hotels. Adelphi (Pl. A, B 3, 4), near Central and Lime St. stations, a large and luxurious hotel, with restaurants, Turkish baths, a sports department, etc., R. from 6/, L. 4/, D. 6/6; North-Western (Pl. A, B 3), at Lime St. Station; Exchange Station Hotel (Pl. C 2); St. George Hotel, Imperial Hotel (pens. from 12/6), both in Lime St. (Pl. B 3); Compton (Pl. B 3), 39 Church St.; Angel (Pl. C 2), 22 Dale St.; Washington Hotel, Lime St. (Pl. B 3); Stork, Star & Garter, both in Queen Square (Pl. B 3); Victoria, Bee, both in St. John's Lane (Pl. B 3); Neptune, Clayton Square (Pl. B 3). — **Temperance Hotels.** Shaftesbury, Mount Pleasant (p. 212); Laurence's, Clayton Sq. (Pl. B 3), R. 4/6, L. 2/–3/6; Clifton, 41 Islington (beyond Pl. A 2), pens. 9/6.

Restaurants. *Bear's Paw*, 53 Lord St.; *State*, Dale St., D. 3/6; *G. H. Lee*, Basnett St. (for ladies); *Sainsbury's*, Exchange St. East, Brunswick St., and Exchange Flags; *Stork*, Queen Square; *Angel Hotel*, Dale St.; *Carlton*, Eberle St.; *Bee*, St. John's Lane; *Crocodile*, Cable St. — Oyster Rooms. *Carroll & Traynor*, Brunswick St., Basnett St., and South John St.; *Duffreys*, Lime St. — Tea Rooms ('cafés') abound in Bold St., Church St., Lord St., and Dale St.: *Kardomah*, *Cottle*, *Reece*, *Kirkland*, and others.

Baths. *Corporation Baths* (swimming and other baths; 6*d*., 1/) in Picton Rd., Steble St., Cornwallis St., Lodge Lane, Margaret St., Burroughs Gardens, Speke Rd., Westminster Rd., Lister Drive, Queen's Drive, and Woolton; salt-water swimming baths in Cornwallis St., Westminster Road, Burroughs Gardens, and Queen's Drive. — *Turkish Baths* in Duke St. and Eberle St.

General Post Office (Pl. C 3; open all night), Victoria St.

American Consul. *Horace Lee Washington*, 22 Water St. (Pl.

D 2); vice-consuls, *Hugh H. Watson, Joseph Flack,* and *William Force Stead.*

Clubs. *Conservative,* Dale St.; *Exchange,* 11 Fenwick St.; *Palatine,* 7 Bold St.; *Racquet,* 102 Upper Parliament St.; *Reform,* Dale St.; *University,* Ranelagh Buildings.

Cabs. *Motor Taxicabs.* First ¼ m. 1/ (including war supplement of 6*d.*), then 2*d.* per ⅛ m.; waiting 2*d.* per 2½ min. — *Horse Cabs.* First mile 1/, then 6*d.* per ¼ m.; by time 2/ per hr., then 6*d.* per ¼ hr. From midnight to 6 a.m. fare and a half. Luggage carried outside, under 56 lb. 2*d.* per package, 56 lb. and over 6*d.* per package. — TRAMWAYS. The chief tramway centre is the Pierhead (Pl. E 2, 3), whence lines radiate in all directions through the principal streets and to the suburbs. First class cars (1*d.* extra inside) are painted white. — MOTOR OMNIBUSES (half-hourly services): Aigburth to Old Swan (3*d.*); Calderstones to Woolton (2*d.*).

Overhead Electric Railway (the first in Europe), with numerous stations, traversing the whole length of the Docks from *Dingle* (Park Road) to *Seaforth Sands* (7 m. in 28 min.) or *Seaforth & Litherland* (p. 213). Trains every few min.; fares 3*d.* and 2*d.*

Mersey Railway. Electric trains every 3 or 4 min. from the *Central* (*Low Level*) and *James Street* stations viâ the Mersey Tunnel (1 m. long; constructed in 1886) to *Hamilton Square* station in Birkenhead, and thence alternately to *Birkenhead Park* (Wirral Railways) and to *Birkenhead Central, Green Lane* (Tranmere), and *Rock Ferry* (junction with L.& N.W.R. & G.W.R. for Chester, etc.).

Steamers. FERRY STEAMERS (1½*d.*-4½*d.*) ply from George's Landing Stage (Pl. E 2, 3) every 10 min. to *Birkenhead* (Woodside) and *Seacombe* (for G.C.R. to Chester, Wrexham, etc.); every ½ hr. to *Egremont, New Brighton, Rock Ferry,* and *New Ferry*: and every hour in summer to *Eastham.* — Steamers ply daily from the Landing Stage to the *Isle of Man* (see p. 443) and *Ireland,* and several times weekly to *Glasgow, Milford Haven, Bristol,* and the S. coast ports; also daily in summer to *Blackpool, Llandudno,* and other N. Wales resorts. — The ATLANTIC LINERS (comp. p. liii) berth at Prince's Landing Stage (Pl. E 1, 2), and other services connect Liverpool with the chief ports of the world.

Amusements. THEATRES. *Shakespeare,* Fraser St., London Road (beyond Pl. A 3); *Royal Court* (Pl. B 3), Great Charlotte St.; *Playhouse* (Pl. B 3), Williamson Square; *Theatre Royal,* Breck Road, Anfield; *Lyric,* Everton Valley; *Rotunda,* Scotland Road (Pl. A 1). — MUSIC HALLS. *Empire* (Pl. A 3), Lime St.; *Royal Hippodrome, Olympia,* both in West Derby Road, N.W. of Lime St. Station; *Pavilion,* Lodge Lane. — CONCERTS are given at the *Philharmonic Hall* in Hope St. (beyond Pl. A 5) by the Philharmonic Society, Liverpool Choral Society, Società Armonica, Akeroyd Symphony Orchestra, and the Welsh Choral Union. Organ recitals on Thurs. and Sat. afternoon (3 p.m.; 6*d.*) and Sat. evening (8 p.m.; 1*d.*-3*d.*), at St. George's Hall (Pl. B 2, 3).

History. Liverpool, a name of doubtful etymology (comp. p. 208), is first mentioned in the reign of King John, who founded a village and built a castle there to serve as a point of departure for Ireland, and for centuries this seems to have been its main function. In 1644 it held out for twenty-four days against Prince Rupert. Its trade began to develop after the Restoration, and (like Bristol) Liverpool engaged largely in the slave traffic between Africa and the West Indies. The first dock was opened in 1700, the second in 1753; now the docks stretch in an unbroken line for over 7 m. It was this dock-building enterprise that enabled it to inherit Bristol's position as premier seaport of the W. coast after the abolition of the slave trade and the introduction of steam. One-seventh of the world's tonnage is registered at Liverpool and one-third of Great Britain's foreign trade is carried on from that port. — Liverpool is the birthplace of Jeremiah Horrocks (1617?-41), William Roscoe (1753-1831), Felicia Hemans (p. 211), A. H. Clough (p. 211), W. E. Gladstone (p. 211), and William Stanley Jevons (1835-82). Richard Mather (1596-1669), father of Increase Mather and grandfather of Cotton Mather, was minister of the *Ancient Chapel* (Unitarian), in Park Road, Toxteth Park. — Francis Bacon was member of Parliament for Liverpool in 1588-92.

Among the chief lines of steamers plying from Liverpool are the

White Star, Dominion, American, Leyland, Elder Dempster, Cunard, Blue Funnel, Booth, Ellerman, Canadian Pacific, Lamport & Holt, Anchor, Pacific, Harrison, Bibby, Clan, City, and Yeoward. The chief imports are cotton, cattle, grain, provisions, and tobacco; the chief exports are the cotton, woollen, and linen goods, metals, and machinery of Lancashire, Yorkshire, and the Midlands. Liverpool is the leading cotton market in Europe, and before the War it was one of the chief emigration ports. Apart from its shipping, the chief industry of Liverpool is flour-milling. Its manufacturing industries are relatively unimportant.

The ***Docks,** by far the most interesting sight in Liverpool and probably the finest system of the kind in the world, extend along the E. bank of the Mersey for a distance of over 7 m., and goods to the value of over £300,000,000 pass through them every year. The basins, docks, and graving-docks number 76, with a water area of 430 acres and nearly 27 m. of quays. Gladstone Dock (1050 ft. long), the most N. of all, is the largest graving-dock in the world. Both the Liverpool and the Birkenhead docks (p. 213) are under the control of the *Mersey Docks and Harbour **B**oard* (constituted in 1857), which is elected by the dock-ratepayers and enjoys an annual revenue of £2,000,000. The best general survey of the docks is obtained from the Overhead Railway (p. 207), which skirts their whole length.

At about the centre of the line of docks is the spacious *Landing Stage (Pl. E 1, 2, 3), 2478 ft. long and 80 ft. wide, a floating quay resting on 200 iron pontoons and connected with the river wall by nine hinged bridges and an inclined floating bridge, 550 ft. long. The N. half of this quay, where the ocean liners (p. 207) are moored, is known as *Prince's Landing Stage* (Riverside Station, p. 206); the S. half, used by the ferry-steamers (p. 207), as *George's Landing Stage.* Among the ferry-steamers plying hence may be seen the 'Royal Daffodil' and the 'Royal Iris,' which took part in the heroic raid upon Zeebrugge in April, 1918.

The open space overlooking George's Landing Stage, the starting-point for numerous lines of tramways (p. 207), is known as the Pierhead (Pl. E 2, 3). On its E. side, on the site of the old St. George's Dock, rise three vast examples of modern office-building. The *Royal Liver Building* (Pl. D 2), on the N., a 17-story skyscraper, contains the offices of the Royal Liver Friendly Society and other business firms. The two towers (295 ft.) are surmounted by figures of the 'liver' (pron. 'lyver'), a mythical bird whence the city is supposed to derive its name and which appears in the city arms. In the centre is the handsome new *Cunard Building* (Pl. D 3), built by Messrs. Mewes & Davis in 1912–16 in the style of the Farnese Palace at Rome. On the S. are the **Dock Board Offices* (Pl. D 3), a beautiful Renaissance structure designed by Messrs. Briggs, Wolstenholme, & Thornely and completed in 1907. The central dome is 230 ft. high.

At the corner of Chapel St., at the N. end of the Pierhead, is the church of *St. Nicholas* (Pl. D 3; 18th cent.), the original parish church of Liverpool, founded in 1360 as a chapel-of-ease to the mother church at Walton (p. 212). — The *Custom House* (Pl. C, D 4), in Canning Place, at the S. end of the Pierhead, occupies the site of the first dock, constructed in 1700 and filled up in 1829. On the N. side is a statue of

Huskisson (p. 212), and on the E. is the *Sailors' Home*, in the Elizabethan style (1845).

From the Cunard Building Water St., with many other shipping offices, ascends E. to the **Town Hall** (Pl. D 2), the oldest public building in the city, designed by John Wood of Bath (p. 145). It has a dignified façade with a Corinthian portico and is crowned with a lofty dome. The handsome apartments (adm. free on Mon., 11–4, on other days by counceillor's order) include a council chamber, ball-room, and banqueting hall. On the staircase is a statue of Canning by Chantrey. The large quadrangle behind the Town Hall, known as the 'Exchange Flags,' was the busy resort of cotton-brokers before the opening of the new Cotton Exchange (see below). In the centre rises the *Nelson Monument*, a bronze group by Westmacott, and on the N. side, but with its main façade towards Tithebarn St., is the *Exchange* (Pl. D 2; with a large news-room), built in the French Renaissance style in 1809.

From Tithebarn St. (Pl. D, C 2), in which is the *Exchange Station* (p. 206), Old Hall St., beginning opposite the Exchange, leads N., past the handsome Renaissance *Cotton Exchange* (Pl. D 2; 1906), with a double colonnade, to the *David Lewis Northern Hospital* (Pl. D 1; 1902) and the *St. Paul's Eye Hospital* (1908), noted for its pioneer work in the cure of infantile ophthalmia. — From the Town Hall Castle St. leads S., past Brunswick St., with the *Corn Exchange* (Pl. D 3; 1807), to Derby Square, a busy open space on the site of King John's Castle (pulled down in 1659). Here now stands a statue of *Queen Victoria* (Pl. D 3) beneath a dome 56 ft. high.

From the Town Hall Dale St. continues E. to the (½ m.) Old Haymarket, passing (r.) the vast *Municipal Buildings* (Pl. C 2) and (l.) the *Central Police Station* and the *Fire Station* (Pl. B 2). In the parallel Victoria St. (on the S.) are the *General Post Office* (Pl. C 3), the largest in the provinces, the *Inland Revenue Office*, and the *County Court* (Pl. B, C 2). — The Old Haymarket is adjoined by *St. John's Gardens* (Pl. B 2, 3), a large open space containing statues and monuments of distinguished citizens, overlooked on the E. by the W. façade of St. George's Hall (p. 210) and on the N. by an imposing series of public buildings in the classical style, in William Brown St.

At the lower or W. end of William Brown St. (with entrance in Byrom St.) are the *Technical School* and *Museum Extension Galleries* (Pl. B 2) designed by W. Mountford (1902). Next is the building erected in 1860 at the expense of Sir William Brown and designed by Thos. Allom, in which are the **Free Public Museums & Library** (Pl. B 2). The Public Museums (open daily, 10–5 or 6, except Sun.) include the *Lord Derby Museum*, containing zoological, geological, mineralogical, and botanical departments, and an aquarium; and the *Mayer Museum* of archæology and ethnology, comprising Egyptian, Babylonian, and Assyrian antiquities, mediæval European ivories, bronzes, and illuminated MSS., the fine Brian-Faussett Anglo-Saxon Collection, the Mather Collection of Miniatures, Wedgwood and Old Liverpool ware, etc. Adjoining the museum buildings is the *Picton Reading Room* (Pl. A, B 2), a circular domed room containing the reference library; in the Picton Hall, below, free lectures are given on Tues. &

Thurs. at 8 p.m. in winter (reserved seat 3*d.*). Communicating with the reading room is the *Hornby Library* of fine-art books, prints, and autographs. The next building, presented by Sir A. B. Walker and opened in 1877, is the ***Walker Art Gallery** (Pl. A 2), containing one of the most important collections of paintings in the provinces, besides drawings, engravings, sculptures, and ceramics. The gallery is open on week-days from 10 till dusk, Sun. 2–4.30 (adm. free, Fri. 6*d.*; tea-room).

The Roscoe Collection of Old Masters, on permanent loan from the Royal Institution (p. 211), includes important examples of the early Italian and Flemish schools. The chief paintings are: *Simone Martini*, Holy Family; *Ercole de' Roberti Grandi*, Pietà; *Jan Clouet*, Marguerite de Valois; *Jan Mostaert*, Conversion of St. Hubert; *R. van der Weyden*, Scenes from the Crucifixion (triptych); *Pesellino*, St. Bernardino preaching in Florence Cathedral; *Pier Francesco Fiorentino*, Virgin and Child; *Giorgione*, Duke of Urbino; *Tintoretto*, Court of Heaven; *Bellini*, Portrait of himself; *Bonifazio dei Pitati*, Holy Family with saints; *Bissolo*, Virgin and Child with SS. Michael and Veronica; *Gentile da Fabriano*, St. Mark enthroned; *Vincenzo di Biagio*, Virgin and Child.

The Modern Paintings, many of which were purposely selected with a view to their popular appeal, include many fine works of the Pre-Raphaelite School and a good representation of the so-called Liverpool School. 8. *C. Napier Hemy*, A nautical argument; 18. *Sir E. Poynter*, Faithful unto death; 27. *H. von Herkomer*, Eventide; 31. *Leighton*, Elijah in the wilderness; *34. *W. F. Yeames*, 'And when did you last see your father?'; 112. *Ernest Crofts*, On the evening of the Battle of Waterloo; 135. *F. G. Cotman*, One of the family; 139. *A. C. Gow*, A war dispatch at the Hôtel de Ville; 142. *J. Haynes-Williams*, The ancestor on the tapestry; *263. *D. G. Rossetti*, Dante's dream; 280. *R. C. Woodville*, Saving the guns at Maiwand; 291. *E. Poynter*, Psyche in the temple of Love; 319. *W. Dendy Sadler*, Friday; *337. *Millais*, Lorenzo and Isabella; *352. *Henry Holiday*, Dante and Beatrice; 352. *Fred. Goodall*, A new light in the harem; 390. *P. H. Calderon*, Ruth and Naomi; 399. *A. Hacker*, Pelagia and Philammon; 429. *Robt. Fowler*, Ariel; *431. *Albert Moore*, A summer night; *438. *Holman Hunt*, The triumph of the innocents (the first version); 441. *Maurice Greiffenhagen*, An idyll; 450. *Sir W. B. Richmond*, Venus and Anchises; 482. *Thos. Faed*, In time of war; 489. *David Murray*, Meadow sweets; 513. *Frank Dicksee*, A reverie; 539. *Burne-Jones*, Sponsa de Libano; 548. *Byam Shaw*, Love's baubles; 552. *G. H. Boughton*, The road to Camelot; 559. *Edwin A. Abbey*, 'O mistress mine, where are you roaming?'; 560. *T. C. Gotch*, A pageant of childhood; 556. *Briton Riviere*, Daniel in the lions' den; *Peter Graham*, On the sand-dunes.

Finally, at the end of the long row of buildings, comes the *County Sessions House* (Pl. A 2; 1884).

Byrom St., running N. from the Old Haymarket, is continued by *Scotland Road* (Pl. A 1), a wide thoroughfare intersecting a squalid district inhabited largely by Irish dock-labourers.

In Lime St., facing the *L. & N.W.R. Station* (p. 206), is the main façade of ***St. George's Hall** (Pl. B 2, 3), a noble building 500 ft. long and 170 ft. wide, designed by *Harvey Lonsdale Elmes* at the age of twenty-four, and ranking as perhaps the finest modern example in England of the Greek style. It was begun in 1838 and finished in 1854. The Great Hall, 170 ft. long, 90 ft. wide, and 80 ft. high, decorated with statues of celebrities, contains a huge organ (recitals, see p. 207) and is capable of seating an audience of 2500 persons. The building contains also a concert hall, elliptical in shape and seating 1400, two assize courts, and various public offices. Before the War visitors were admitted free, daily (except Sat. & Sun.), 10–4.

The statues of Prince Albert and Queen Victoria in front of St. George's Hall are by *Thornycroft*, those of the Earl of Beaconsfield and Gen. Earle (1805–81) by *C. B. Birch*. To the N.E., in front of the art-gallery, is the Wellington Monument, 115 ft. high, by *Lawson* (1863). — In Great Charlotte St., a little to the W. of Lime St., is *St. John's Market* (Pl. B 3), worth a visit for the sake of its cosmopolitan types.

Running E. from the Pierhead (p. 208) is another line of well-built business streets, with the best shops in Liverpool. James St. (Pl. D 3) is continued beyond the Victoria Statue (p. 209) by Lord St., Church St., and Bold St. In Church St. are *St. Peter's* (Pl. C 3; 1704), the parish church and until recently the pro-cathedral of the Liverpool diocese, and the *Athenæum* (Pl. B 3), a news-room and library founded by Wm. Roscoe and others. In Bold St. are the *Lyceum* (Pl. B 4), a similar institution, and an entrance to the handsome *Central Station* (p. 206).

In Renshaw St., E. of the Central Station, is the *Wesleyan Central Hall* (Pl. A, B 4), built in 1905, with 2050 sittings.

Nearly parallel with Bold St. on the S.W. is Duke St. (Pl. C 4, B 5), leading from the Sailors' Home (p. 209) to the cathedral. Mrs. Hemans (1793–1835) was born at No. 118. Hawthorne's 'Mrs. Blodgett' lived at No. 153. In Colquitt St., a side street, on the left, is the *Royal Institution* (Pl. B 5), opened by Roscoe in 1817, the meeting-place of the learned societies of Liverpool. It contains eighteen fine cartoons by Romney and two by Gibson. — In Rodney St. (Pl. A 5), diverging to the left (N.) at the end of Upper Duke St., No. 9 was the birthplace of A. H. Clough (1819–61), and No. 62 that of W. E. Gladstone (1809–98).

Conspicuously situated on St. James's Mount and orientated from N. to S., is the ***Cathedral** (Pl. B 6), begun in 1904 for the new bishopric created in 1878. As the result of an open competition the designs of *Giles Gilbert Scott*, then only twenty-one years of age, were accepted. He was assisted in the execution of the work by *G. F. Bodley* until the latter's death in 1907.

When completed, this will be by far the largest cathedral in the country (comp. p. xlix), with a total area of 101,000 sq. ft. (York Minster, 60,952 sq. ft.; St. Paul's, 59,700 sq. ft.). Mr. Francis Bond has described its design as "a revulsion from the imitative Gothic which has been in vogue for more than half a century and which found final expression in Truro Cathedral." The only part finished is the Lady Chapel (see below), but the work now in hand embraces the choir and the S. transept of the central space. Visitors are admitted to the works on the last Sat. afternoon in each month by ticket (1/) obtained at the Church House, 1 South John Street.

The *Lady Chapel, entered from St. James's Road, was completed in 1910, and cathedral services are now held within it (on Sun. and saints' days at 8 a.m. & 3 p.m., on week-days at 5 p.m.). This beautiful chapel, a free interpretation of 14th cent. Gothic, built of the local red sandstone, is 100 ft. long, 35½ ft. wide, and 58 ft. high. The porch is in two stories, the upper portion being known as the 'Children's Porch' and embellished with figures representing children of the Bible. The stained-glass windows of the chapel commemorate pious and illustrious women. In the windows of the atrium

and staircase are medallions and scrolls bearing the names of typical noble women of more modern times; in those of the nave and chancel are figures of English and other female saints; and in the apse appear the Adoration of the Magi (central window) and the holy women of the Old Testament (left) and New Testament (right). The glass in the upper parts of the apsidal windows illustrates the life of Eve.

In *St. James's Cemetery*, which is picturesquely laid out in an old quarry on the E. side of the cathedral, is the mausoleum of Wm. Huskisson, the statesman (1770–1830), killed at the opening of the Manchester & Liverpool Railway (p. 448).

Hope St., skirting the E. side of St. James's Cemetery, leads N. past Mount St., in which is the *Liverpool Institute* (Pl. A 5), founded by Huskisson in 1825 and now comprising five different schools, including a school of art. Farther on is the *Philharmonic Hall* (p. 207), and to the left, in Hardman St., is the *School for the Blind*, the oldest of its kind, founded in 1791. From the end of Hope St. Mount Pleasant leads to the right to the **University,** situated in Brownlow Hill, which was founded in 1881 (comp. p. 234) and received its charter in 1903. It has faculties of arts, science, medicine, law, commerce, and engineering, and in 1914 it had 1200 students and a teaching-staff of 150. The buildings, like those of the adjoining *Royal Infirmary*, in Ashton St., were designed by Alfred Waterhouse, a Liverpool man.

Liverpool College, a Church of England boys' school in Shaw St., a little to the N., was built by Elmes (p. 210) in the Tudor style (1840). — The Jesuit *College of St. Francis Xavier* in Salisbury St. has a large church by Pugin.

In 1895 and 1902 the boundaries of the city of Liverpool were extended to include a number of populous areas which had developed out of suburban villages. Such are *Everton*, noted for its toffee; *Kirkdale*, 2 m. N. of the centre of the city, and *Walton-on-the-Hill*, with the mother church of Liverpool (comp. p. 208); *Toxteth Park* and *Aigburth*, to the S., the favourite residential district; *West Derby*, 4 m. N.E. *Garston*, 5 m. S., with the docks of the L. & N.W.R. (28½ acres); *Wavertree* and *Calderstones*, with the remains of a prehistoric stone circle; and *Childwall*, a rustic suburb and favourite trippers' resort. The only contiguous township that has escaped amalgamation is *Bootle* (see below). A notable feature of the suburbs is the new *Queen's Drive*, a handsome boulevard 7 m. long and 84 ft. wide, extending in a semicircle around the city from Anfield to Mossley Hill.

Liverpool is well provided with parks and open spaces, but these are all situated at some distance from the centre of the city. The finest is **Sefton Park* (269 acres), with a lake and a large palmhouse and aviary. *Stanley Park* (90 acres; palmhouse and aviary), commanding fine views, and *Calderstones Park* (94 acres), with old timber, rosery, and old English garden, are almost as attractive. *Wavertree Park* (32 acres) includes the *Botanic Gardens* (11 acres).

Liverpool Racecourse is at *Aintree*, 5 m. N. (frequent trains from Exchange Station). Here the 'Grand National,' the premier event of the steeplechase season, is annually run in March. — About 3 m. E. of Liverpool is *Childwall Hall*, and 5 m. N.E. is *Croxteth Hall* (Earl of Sefton), with a park of 850 acres. *Knowsley* and *Speke Hall*, see pp. 448, 450.

From Liverpool to Southport, 18½ m., electric trains of the L.&Y.R. in 28–40 min. (2/, 1/3). The trains start every 20 min. or oftener from the Exchange Station (p. 206) and serve a number of pleasant residential suburbs on the sand-hills near the mouth of the Mersey. — 2¾ m. *Bootle*, a borough of 69,876 inhab. containing the newest and largest of the

CENTRAL LIVERPOOL
Scale of ¼ Mile
Scale of Metres
0 100 200 300 400
R. MERSEY
PRINCES DOCK
PRINCES PARADE
PRINCES LANDING STAGE
GEORGES LANDING STAGE
RIVERSIDE STATION
GEORGES PIER HEAD
GEORGES PARADE
SALTHOUSE DOCK
ALBERT DOCK
CANNING DOCK
CANNING HALF TIDE DOCK
WAPPING DOCK
WAPPING BASIN
KINGS DOCK No 2
KINGS DOCK No 1
QUEENS BRANCH DOCK No 2
QUEENS BRANCH DOCK No 1
QUEENS DOCK
Queens Graving Dock
Dukes Dock
Dukes Yard
Wapping Station L & N.W.R. (Goods)
CUSTOM HO
CUSTOM HO. STA.
WAPPING STA.
JAMES ST. STA.
DOCK STA.
CANNING PLACE
CANNING PLA.
CHALONER ST.
WAPPING
STRAND STR.
NORTH JOHN STR.
SOUTH JOHN STR.
CASTLE STR.
SOUTH CASTLE STR.
EXCHANGE STA.
EXCHANGE STATION
LIME STREET STATION
CENTRAL STATION
GENERAL POST OFFICE
St. Johns Garden
St. Johns Market
St. Georges Hall
St. Georges Crypt
St. Georges Place
St. Georges Square
St. Peters
St. James' Cemetery
St. James' Mount
St. James' Road
CATHEDRAL Gardens
Walker Art Gallery
Queen's Statue
Adelphi Hotel
Roscoe Gardens
Lyceum
Royal Court Theatre
Empire Theatre
Playhouse
Theatre Royal
Alexandra Theatre
Empress Theatre
Olympia Theatre
Tivoli Theatre
Hippodrome Theatre
Pavilion Theatre
Rotunda Theatre
Panopticon
Central Hall
Wesleyan Hall
Unitarian Church
Presbyterian Church
Congregational Church
Baptist Church
Methodist Church
Catholic Apostolic Church
Christian Science Church
Jewish Synagogue
Jews Temple
Jews School
Free Library & Museum
Museum
Art Gallery
Reference Library
Lecture Hall
Lyceum Club
Liverpool Club
Constitutional Club
Conservative Club
Reform Club
Liberal Club
Junior Reform Club
Junior Constitutional Club
Royal Institution
Royal Infirmary
Royal Southern Hospital
David Lewis Northern Hospital
St. Pauls Eye Hospital
Stanley Hospital
Workhouse
Police Courts
Police & Fire Offices
Fire Brigade Station
Sessions House
Assize Courts
Crown Courts
County Courts
Bankruptcy Court
Coroners Court
Probate Registry
Registry of Deeds
Registry of Births & Deaths
Registry of Shipping
Custom House
Excise Office
Stamp Office
Inland Revenue Office
Income Tax Office
Land Tax Office
Dock Office
Dock Offices
Harbour Office
Harbour Masters Office
Pilotage Office
Pilot Office
Mercantile Marine Office
Shipping Office
Emigration Office
Emigrants Home
Sailors Home
Sailors Institute
Sailors Rest
Sailors Orphan Home
Seamens Orphanage
Seamens Widows Home
Seamens Hospital
Seamens Mission
Seamens Church
Seamens Institute
Seamens Home
Seamens Rest
Seamens Orphan Home

Mersey Docks, adjoins Liverpool on the N. — 4¼ m. *Seaforth & Litherland* (comp. p. 207). Seaforth church was built by Sir John Gladstone, in whose house here his son W. E. Gladstone spent part of his boyhood. — 5¼ m. *Waterloo*, founded in 1815. — 6½ m. *Blundellsands & Crosby* (Blundell Arms), with a grammar school. *Ince Blundell Hall* (Mr. C. J. Weld-Blundell), 3 m. N.E., contains the largest private collection of antique marbles in the kingdom (no adm.). — 11¼ m. *Formby* (Freshfield Hotel), a popular watering-place, 2 m. from which is *Altcar*, noted as the venue of the Waterloo Cup (usually held in February), the premier event of the coursing world. — 17¼ m. *Birkdale*, the 'West End' of Southport. — 18½ m. **Southport** (*Rfmts.*; *Victoria*; *Royal*, R. from 5/6, L. 2/6, D. 4/6; *Prince of Wales*, R. from 4/6, L. 2/6, D. 4/; *Queen's*; *Palace Hydro*; *Kenworthy's Hydro*, pens. 59/6 per week; *Scarisbrick*: *Bold*; *Pearson's Temperance*) is a modern, well-built seaside resort and residential town (51,643 inhab.), invaded in summer by crowds of excursionists from every part of N. England and the Midlands. It is abundantly provided with the usual popular attractions (pier, promenade, theatre, winter gardens, etc.), and has also a Zoological Park (adm. 6*d*.) and excellent Botanical Gardens (adm. 4*d*.). At low water the beach is partly occupied by a 'marine park,' including a spacious salt-water lake (for bathing and boating). In Lord St., a handsome boulevard over 1 m. long, is the *Atkinson Art Gallery*. — The L. & Y. station in Chapel St. is about ½ m. from the Cheshire Lines station in Lord St. From Southport to *Preston*, see p. 398.

From Liverpool to *Manchester*, see Rte. 56 (i); to *Preston*, *Blackburn*, *Burnley*, and *Todmorden*, see Rte. 56 (ii); to *Chester*, see Rte. 31; to *Carlisle*, viâ Wigan, see p. 448 and Rte. 52A; to *London*, see p. 214.

BIRKENHEAD.

Birkenhead (*Rfmts.*; *Queen's*; *Woodside*; *Pier*; *Ranelagh*), a modern seaport with 130,794 inhab., is situated on the W. or Cheshire bank of the *Mersey*, opposite Liverpool, of which to all intents and purposes it is a part. It is reached from Liverpool by ferry-steamer (p. 207) or by the Mersey Railway (p. 207). Though a Benedictine priory was established here about 1150, Birkenhead was even in 1801 an insignificant village of 110 inhab., and it owes its modern importance to its **Docks*, which were opened in 1847, mainly as a result of the enterprise of William Laird, a Liverpool shipbuilder, and his son John Laird. After a period of intense rivalry with the Liverpool docks, they were amalgamated with them in 1857 (comp. p. 208). Birkenhead Docks, at which large quantities of foreign cattle are landed, have a total area of 171 acres, with 9 miles of quays; the largest docks are the East and West Great Float, formed out of a natural creek known as the Wallasey Pool. The first iron vessel in England was built in 1829 at Messrs. John Laird & Co.'s shipbuilding yards and engineering works, and in 1862 was launched the famous Confederate privateer 'Alabama,' for the depredations of which Great Britain had to pay over £3,000,000 to the United States.

Close to *St. Mary's Church* (1821), in Church St., are the ruins of the *Priory*, with a chapter-house, refectory, and crypt. The chief public buildings are the *Town Hall*, in Hamilton Square; the *Market*, close by; and *St. Aidan's Theological College* (affiliated to Liverpool University), in the suburb of Claughton. — **Birkenhead Park*, the upper part of which was laid out by Sir Joseph Paxton, is 180 acres in area.

Birkenhead has direct communication with Chester (comp. Rte. 31), Shrewsbury, and the S. of England from *Woodside Station* (the landing-place of the ferry-steamer) and the *Town Station*. — To London, see p. 215.

To the N. of Birkenhead, and separated from it by the Great Float, is the borough of **Wallasey** (pop. 78,504), comprising the townships of New Brighton, Wallasey, Egremont, Seacombe, Liscard, and Poulton. — *Seacombe* and *Egremont* are pleasant residential suburbs on the Mersey, connected with Liverpool by ferry-steamers and with New Brighton by tramways and a riverside promenade 3 m. long.

New Brighton (*Marine*; *Victoria*; *Royal Ferry*; *New Brighton*; *Queen's*, R. & B. 6/6; *Albion*), at the mouth of the Mersey (ferry-steamers, see p. 207), with a long pier and an amusement park, is noted for its healthy breezes and is patronized in summer by thousands of operatives from the manufacturing towns of Lancashire and Yorkshire.

From *Birkenhead Park* station the Wirral Railway runs to (7¾ m., in 20 min.) West Kirby or (4 m., in 12 min.) New Brighton. — Beyond (1 m.) *Birkenhead Docks* the trains for *Wallasey* and *New Brighton* (see above) diverge on the right. — At (2 m.) *Bidston*, where the G.C.R. trains for Hawarden, Wrexham, and Chester diverge (p. 226), we are joined by a branch from (2¾ m.) *Seacombe* (ferry-steamer from Liverpool, see p. 207). *Bidston Hill*, with an observatory, is a favourite view-point. — 3 m. *Leasowe*. *Leasowe Castle*, a curious building erected by the Earl of Derby in 1593 for the sake of the fashionable horse-races formerly held here, contains oak panels from the Star Chamber. It is now a *Railwaymen's Convalescent Home*. — 6½ m. **Hoylake** (*Royal*; *Green Lodge*; *Stanley*), at the mouth of the Dee, is a bracing resort with the famous links of the Royal Liverpool Golf Club. — 7¾ m. *West Kirby* (Hydro; West Kirby; Ring o' Bells), a more sheltered resort, is connected by a branch-line with *Hooton* (p. 216).

ROUTES FROM LIVERPOOL TO LONDON.

Motor Routes. *A*. Direct, 207m. We leave Liverpool by London Road (beyond Pl. A 3) and Prescot Road. — 8 m. *Prescot* (p. 448). — 2 m. *Rainhill* (p. 449). — 8 m. **Warrington** (p. 449). — 9 m. *Acton Bridge* (p. 251). — 6 m. *Cuddington Station* (p. 223). — 3 m. *Tarporley* (p. 251). — 9 m. *Nantwich* (p. 274). — 9 m. *Woore*. — 13 m. *Stone* (p. 249). [Or Stone may be reached from Warrington viâ (11 m.) **Knutsford** (p. 223) and thence as on p. 235.] — 14 m. *Rugeley* (p. 247). — 8 m. **Lichfield** (p. 244). — 15 m. *Coleshill* (p. 336) — 4 m. *Stonebridge*, 1 m. N. of Hampton-in-Arden (p. 327). — 8 m. **Coventry** (p. 325). — 11 m. *Dunchurch*. — 8 m. *Daventry* (p. 242). — 4 m. *Weedon* (p. 242). — 8 m. *Towcester* (p. 238). — 8 m. *Stony Stratford* (p. 237). — 7 m. *Fenny Stratford* (p. 237). — 8 m. *Hockliffe*. — 4 m. **Dunstable** (p. 350). — 5 m. *Markyate*. — 4 m. *Redbourn*. — 4 m. **St. Albans** (p. 347). — 8 m. *Elstree* (p. 347). — 3 m. *Edgware* (p. 347). — 9 m. **London** (Rte. 1).

B. 299½ m. To (108 m.) *Stonebridge*, see above. Thence through the Shakespeare Country to (111½ m.) **London**, see p. 324.

Railway Routes. The quickest route from Liverpool to London is by the non-stop boat-trains of the L. & N.W.R. from Riverside Station (p. 206) to Euston (3¾ hrs.); but visitors wishing to break the journey may prefer one or other of the alternative routes. The L. & N.W.R. route is the most direct, with the best service of fast trains, but passes little of special interest except Lichfield Cathedral. Perhaps the best tourist route is the G.W.R., by which the traveller is able to visit Chester (N. Wales), Shrewsbury, Warwick, the Shakespeare Country, Oxford, the Thames Valley, and Windsor on his way to London. The M.R. route traverses the beautiful Peak District and passes Bedford (with its Bunyan associa-

tions) and St. Albans Cathedral. The G.C.R. route passes Helmdon (for the Washington Country) and runs through Buckinghamshire (Hampden and Penn Country, Chalfont, Chenies, etc.) as it nears London. The G.N.R. route facilitates a visit to the 'Dukeries' (from Worksop), Peterborough Cathedral, Hatfield, and even to Ely and Cambridge. The fares by all these routes are the same (29/, 16/6), and the journey may be broken at any point.

(a) **L. & N.W.R.**, 192¼ m. in 4–5½ hrs. All the trains (except the boat-trains) start from Lime Street Station (p. 206). From Liverpool to (34½ m.) *Crewe*, (58¾ m.) *Stafford*, (75¾ m.) *Lichfield*, (109½ m.) *Rugby*, and (192¼ m.) *London* (Euston), see Rte. 34.

(b) **G.W.R.**, 211½ m. (viâ Bicester) in 5¼–5¾ hrs. (viâ Oxford 229 m.). The trains start from Birkenhead (Woodside Station; reached by ferry-steamer, see p. 207), but passengers from Liverpool (Central or James Street Station) by the Mersey Tunnel Railway may join them at Rock Ferry (see below). From Liverpool to (15¼ m.) *Chester*, see Rte. 31; from Chester viâ (42¼ m.) *Shrewsbury* to (84½ m.) *Birmingham*, see Rte. 32B; from Birmingham to (65¾ m.) *Oxford*, see pp. 320, 321; from Oxford to (63½ m.) *London* by railway (arriving at Paddington) or river-steamer, see Rte. 41.

(c) **M.R.**, 218½ m. in 4½–7 hrs. The trains, starting from the Central Station, follow the Cheshire Lines route (p. 449) to (28½ m.) *Manchester* (Central Station). A few trains omit Manchester by using the direct line from Glazebrook to *Stockport* (see p. 450). From Manchester or Stockport to (61½ m.) *Derby*, see Rte. 49A. Thence to (128½ m.) *London* (St. Pancras), see Rte. 47.

(d) **G.C.R.**, 241 m. in 5¾–6½ hrs. The trains, starting from the Central Station, follow the Cheshire Lines route (p. 449) to (28½ m.) *Manchester* (Central Station). But a few trains avoid Manchester by using the line from Glazebrook to Stockport and *Godley Junction* (see p. 450). From Manchester to (47½ m.) *Sheffield*, see Rte. 56 (vii). From Sheffield to (38¼ m.) *Nottingham*, and thence to (126½ m.) *London* (Marylebone) see Rte. 48.

(e) **G.N.R.**, 237¾ m. in 5½–7¼ hrs. The trains run over the Cheshire Lines and G.C.R. rails to *Sheffield* as above. Thence viâ Worksop to (23 m.) *Retford*, see p. 404. From Retford to (138½ m.) *London* (King's Cross), by the main line, see pp. 393–385.

31. FROM LIVERPOOL TO CHESTER.

The most attractive and shortest route (15¾ m. in ¾–1¼ hr.; 2/7, 1/4) is that viâ Birkenhead, which may be reached either by ferry-steamer across the Mersey to Woodside Station or by the Mersey Railway (p. 207) to Rock Ferry (see below). — Another route (27 m. in ¾–1¼ hr.; 2/10, 1/6) runs from Lime St. Station viâ Runcorn (p. 251) and Frodsham (p. 223).

The trains start at *Woodside Station* in Birkenhead and traverse the *Wirral*, 'the dormitory of Liverpool,' the well-wooded peninsular portion of *Cheshire* (p. 250) between the estuaries of the Mersey and the Dee. 1 m. *Town Station*; 2¼ m. *Rock Ferry*. Fine views of the Mersey on the left. Close to (3½ m.) *Bebington*, on *Bromborough Pool*, lies *Port Sunlight*, consisting of the extensive soap-works of Lever Brothers (Lord Leverhulme) and a model village occupied by the employees. Visitors to the works require (at present) a special permit.

Port Sunlight is a very attractive example of what can be achieved under a system of co-partnership and 'prosperity-sharing,' and like

Bournville (p. 143) it is laid out with abundant open spaces for gardens and pleasure-grounds. The total area occupied is about 460 acres, and there are nearly 5000 inhabitants. The *Hulme Art Gallery* contains collections of porcelain and furniture and paintings by Reynolds, Turner, Gainsborough, Raeburn, Leighton, and other British masters.

At (4¾ m.) *Spital* are the works of Price's Patent Candle Company. At *Eastham* (Hotel; steamers from Liverpool, p. 207), about 1 m. E. of (6 m.) *Bromborough*, the Manchester Ship Canal (p. 235) enters the Mersey through three large locks. — 7¾ m. *Hooton* is the junction for branch-lines running W. viâ *Parkgate* (4¾ m.; comp. p. 226), a pleasure-resort on the Dee, to *West Kirby* (12 m.; p. 214), and E. viâ *Ellesmere Port* (3¾ m.; p. 223), on the Ship Canal, to *Helsby* (9 m.; p. 223).

15¾ m. **CHESTER** (39,028 inhab.), the county town of Cheshire, with its well-preserved walls, its famous 'rows,' its quaint timber houses, and its fine cathedral, is the most mediæval-looking town in England, and should be omitted by no traveller. It is situated on the right bank of the *Dee*, 7 m. above its estuary.

Railway Stations. *General Station* (Pl. B 8; Rfmts.), ¾ m. N.E. of the centre of the town, for the L. & N.W.R. and G.W.R. — *Northgate Station* (Pl. A 5; Rfmts.), ½ m. from the centre and ¾ m. from the General Station, for the 'Cheshire Lines' and the G.C.R.

Hotels (omn. meet the trains). Queen (Pl. B 7, 8), connected with the General Station by a covered passage; Grosvenor (Pl. D 5), Eastgate St.; Blossom's (Pl. D 5), Foregate St.; Westminster (Pl. B 7), R. from 4/6, D. 4/, Washington (Pl. B 7), temperance hotels in City Road; Bull & Stirrup (Pl. B 4), Upper Northgate St.

Restaurants. *Bolland's*, 38 & 40 Eastgate Row; *Haswell's*, 70 Foregate St.; *Baker's*, *Cecil*, Bridge St.; *City Café*, 44 & 46 Northgate St., opposite the Market; *Williamson's*, Brook St.; *City Grill*, 14 Foregate St.

Baths. *Public* (Pl. D 6), Union St.; *Turkish* (Pl. D 4), Bridge St.; *Swimming*, in the Dee, between the bridges.

Post Office (Pl. D 5), St. John's St.

Cabs. First mile 1/ (over 2 pers. 1/6), each additional ½ m. 6*d.*; first hour 2/6, each additional ¼ hr. 6*d.* — Taxicabs, 6*d.* for ½ m., each addit. ½ m. 2*d.*

Tramways from the *General Station* through the town and over Grosvenor Bridge (1*d.*) to the Grosvenor Lodge of *Eaton Park* (2*d.*); from *St. Werburgh's St.* (Pl. C 5) viâ Boughton to *Tarvin Bridge* (1*d.*) or *Christleton Road* (1*d.*). — Coach to *Shrewsbury* daily in summer.

Steamers (landing stage, Pl. E 5) ply on the Dee in summer to (3¼ m.) *Eccleston Ferry* (6*d.*, return 9*d.*) and the (5½ m.) *Iron Bridge* at Eaton (p. 222; 8*d.*, return 1/), some going on to *Farndon*, opposite *Holt* (p. 225). — Rowing Boats for 2 pers. 6*d.*, 4 pers. 1/, 8 pers. 2/ per hr.

History. Chester, the Roman *Deva* or *Castra Devana* (the 'camp on the Dee'), was for centuries after A.D. 60 the headquarters of the famous 20th legion ('valens victrix'). It was known also as *Castra Legionis*, from which its Welsh name *Caerleon* and its Anglo-Saxon name *Laegeceaster*, shortened to *Ceaster*, were derived. After the departure of the Romans the town was successively in the hands of the British, the Saxons, and the Danes, and in 908 was rebuilt by Ethelred of Mercia. In 973 Edgar here received the homage of eight British chieftains, who, according to the legend, rowed his barge on the Dee. Chester held out longer than any other English city against William the Conqueror, who in 1070 granted it, with as much land as he could win from his Welsh neighbours, as a county palatine (p. 486) to his nephew, Hugh Lupus. The earldom of Chester was united with the Crown by Henry III in 1237, and since 1301 has provided one of the titles of the eldest son of the sovereign. During the Civil War the town held out stoutly for Charles I, but after the battle of Rowton Moor (Sept., 1645),

fought about 3½ m. S.E., it was starved into submission on Feb. 3rd, 1646. From the 13th to the 17th cent. Chester was famous for its mystery-plays and pageants.

The first duty of the visitor to Chester is to make the circuit (c. 2 m.) of the old city by the paved path on the top of the ancient ***City Walls,** which entirely enclose it in an irregular rectangle. The existing walls (12–40 ft. high), of red sandstone, are not older than the 14th cent., though they follow the line of the Roman walls, except on the S. side, where they deviate to include the site of the castle. The foundations are probably Norman, but the gates are comparatively modern (1769–1808).

" The tortuous wall—girdle, long since snapped, of the little swollen city, half held in place by careful civic hands—wanders, in narrow file, between parapets smoothed by peaceful generations, pausing here and there for a dismantled gate or a bridged gap, with rises and drops, steps up and steps down, queer twists, queer contacts, peeps into homely streets and under the brows of gables, views of cathedral tower and waterside fields, of huddled English town and ordered English country " (Henry James).

From the General Railway Station (Pl. B 8) City Road and *Foregate Street* (Pl. D 5, 6), the ancient Watling Street, lead to the *East Gate* (Pl. D 5), where we ascend the steps on the right.

At the top of the steps we turn to the right (N.), and on the left have a fine view of the cathedral (p. 219). We cross the *Kaleyard Gate*, a postern at the end of Abbey St. (Pl. C 5) leading to the former kitchen-gardens of the abbot. From the *Phœnix Tower* (Pl. B 5), at the N.E. angle of the walls, Charles I witnessed the defeat of his troops at Rowton Moor (see p. 216). The name refers to the crest of the Painters' and Stationers' Guild, which formerly occupied it. It now contains a small museum (adm. 1*d.*). The N. wall, part of which may be Norman work, is skirted by the Shropshire Union Canal, on the site of the old moat. Beyond the *North Gate* (Pl. B 4 ; 1809–10), once used as the city prison, we reach *Morgan's Mount*, a watch-tower commanding a splendid view of the Welsh hills, and *Pemberton's Parlour*, a semicircular tower rebuilt in 1884, with an inscription recording the restoration of the city walls in 1701. On the left is the *Barrow Field*, where those who died of the plague were buried. The N.W. corner of the walls is intersected by the railway. At the angle is *Bonwaldesthorne's Tower* (Pl. B 3), connected by a projecting wall with the *Water Tower* (now a museum ; adm. 1*d.*), an outwork built in 1322 and once washed by the Dee (marks of the mooring-place are still to be seen on the Water Tower). In the adjacent allotment-gardens below are preserved a hypocaust and other Roman remains. From Bonwaldesthorne's Tower the wall runs S. to the *Water Gate* (Pl. D 3 ; 1789), beyond which we see, on the right, the *Roodee* or *Roodeye* (Pl. E 1, 2), the beautiful but somewhat circumscribed racecourse (1 m. in circuit) on which the Chester Cup has been decided every May since 1540. Near the S.W. angle of the walls the Dee is crossed by the *Grosvenor Bridge* (Pl. F 2), a single stone arch 200 ft. in span, built in 1832. The S. wall, which, unlike the others, is irregular in outline, runs between the castle (p. 218) and the Dee. We cross the *Bridge Gate* (Pl. E 4 ; 1782), near the Dee Bridge (see below). At the S.E. angle of the walls are the *Wishing Steps* (Pl. E 5), where, according to local belief, he who can run up and down, and up again, without taking breath will obtain the fulfilment of his wish. Farther on we obtain a view of St. John's Church (p. 221) and the Bishop's Palace on the right, cross the *New Gate* (Pl. D 5), dating from the reign of Edward VI, and regain the East Gate, whence we started.

The *Dee Bridge* (Pl. F 4, 5) is a picturesque old structure of seven irregular arches, erected in 1280. The *Causeway* (Pl. F 5), or weir, crossing the river diagonally to the E. of the bridge, is said to have been constructed by Hugh Lupus to provide power for the famous old *Mills*

of Dee, which stood here until 1909 on the site of the present electric power station. — The suburb of *Handbridge*, on the opposite side of the river, is the seat of the Dee salmon-fishery, still of some importance. Adjoining the bridge here is a park known as *Edgar Field*, connected by tradition with King Edgar (see p. 216); in it is 'Edgar's Cave,' with a rough Roman or Saxon sculpture. — The *Suspension Bridge* (Pl. E 6) farther up crosses the river to the residential suburb of *Queen's Park*.

In the centre of the old part of the city, with its fine old Tudor timbered houses, are the famous ***Rows,** galleries or arcades forming continuous passages along the first floor of the houses. These may perpetuate a tradition from Roman times; a similar arrangement is found (but on the ground-floor) in some of the mediæval towns of Switzerland and N. Italy. *Eastgate Row*, on the S. side of EASTGATE STREET (Pl. D 4, 5), contains some of the best shops in Chester. Nos. 40 and 42 have ornate façades, and beneath No. 34 is an ancient vaulted crypt, a relic of an old religious house (adm. free). *High Cross*, at the end of Eastgate St., marks the site of the ancient city cross, which was destroyed at the capture of the city in 1646. Thence we follow BRIDGE STREET (Pl. D 4) to the S. On the left is *Bridge Street Row*, on the right *Scotch Row*, the quaintest and oldest of all. At No. 39, on the left, are the remains of a Roman bath, consisting of a hypocaust and a tank supplied by a spring (small fee). At No. 12 is another vaulted crypt (c. 1230). In Lower Bridge St., farther on, are the *Falcon Inn*, at the corner of Little Cuppin St., dating from the end of the 16th cent. and restored in 1865; the *Old King's Head*, at the corner of Castle St., a good specimen of the Elizabethan style; and the *Bear & Billet*, near the Bridge Gate (p. 217), dating from the middle of the 17th cent. and down to 1867 the town-house of the Earls of Shrewsbury.

Castle St. (Pl. E 4) leads to the W. from Bridge St. to the **Castle** (Pl. E 3, 4), a group of classical buildings (1829), comprising the assize courts, the county gaol, barracks, etc. The bronze equestrian statue of Field-Marshal Viscount Combermere (d. 1865), in front of the entrance in Grosvenor St., is by Marochetti. The sole remnant of the Norman castle built by Hugh Lupus is 'Julius Cæsar's Tower,' to the S.W., now used as a magazine, with a small chapel in its upper part. — The Perp. church of *St. Mary* (Pl. E 4), adjoining the castle on the E., contains two 17th cent. monuments.

At the corner of Castle St. and Grosvenor St. is a modest memorial to Matthew Henry (comp. p. 219), and a little way down Grosvenor St., on the right, is the *Grosvenor Museum* (Pl. E 4; open on week-days 10–5; adm. 3*d*., free on Wed.), with an interesting collection of Roman antiquities found in Chester (altars, coins, and inscriptions), a number of local curiosities (pillory, branks, etc.), and a natural history collection. The building contains also the Science & Art and Technical Schools.

From High Cross (see above) WATERGATE STREET (Pl. D 3, 4), with rows on either side, and three of the finest timbered houses in England, runs to the W. in continuation of Eastgate St. On the left (S. side) is *God's Providence House*, dating from 1652 but practically rebuilt in 1862. It derives its name from the inscription under the gable, which is said to commemorate the fact that it was the only house in the street that escaped the plague in the 17th century. No. 11 has the finest mediæval crypt in the city, dating from c. 1180 (adm. 1*d*.). No. 29, farther down, on the same side, is *Bishop*

Lloyd's House (adm. free daily), built in 1615 and richly carved and pargetted with scriptural subjects. At the corner of Weaver St. is the old *Custom House Inn*; and at the corner of Nicholas St. is the *Yacht Inn*, where Dean Swift once stayed. *Trinity Church* (Pl. D 3, 4), on the opposite side of the street, contains the tombs of Matthew Henry, the commentator (d. 1714), and Thomas Parnell, the poet (d. 1718). Beyond Nicholas St. a passage on the left admits to *Derby House*, once the residence of the Stanley family, dating from 1591, with three ornate gables facing the courtyard (now a shop; adm. 6*d*.). In Stanley St., to the N. of Watergate St., is the old *Linen Hall* (Pl. C 3), once the mart for Irish linens.

In Northgate Street (Pl. B, C 4), which runs N. from the High Cross, the rows are on the ground-floor. Beyond the *Music Hall*, which has a Perp. façade in St. Werburgh's St., Northgate St. expands into a square, on the left side of which are the *Market* and the modern Gothic *Town Hall* (1869, visitors admitted on week-days; paintings, charters, civic plate, etc.). Opposite is the cathedral. The *King's School* (Pl. C 4), founded by Henry VIII, which partly masks the W. front of the cathedral, occupies a handsome modern building by Blomfield (1876), on the site of the abbot's lodging. To the left (N.) is the old *Abbey Gateway* (14–15th cent.), leading into the Abbey Square, with good interior stonework.

The ***Cathedral** (Pl. C 4, 5), situated in the N.E. corner of the old town, and approached from Northgate St. or from Eastgate St. viâ St. Werburgh's St., is a building of considerable interest and beauty, though not in the first rank of English cathedrals. Built of new red sandstone, it exhibits a variety of architectural styles ranging from Norman to late-Perpendicular. The nave, transepts, choir, and Lady Chapel are open free daily till 5 or 6 p.m.; adm. to the chapter-house 6*d*., to the crypt 6*d*., and to the tower (good view) 1/. — Services on Sun. at 10.30, 3.30, & 6.30; on week-days at 10.15 & 4.15. Organ recital after the Sun. evening service. — Dimensions, see p. xlix.

History. The site of the cathedral was originally occupied by a convent of secular canons, dedicated to St. Werburgh (d. about 700), fourth abbess of Ely, whose relics were transferred hither in 875 by Elfreda, the daughter of King Alfred. In 1093 it was transformed into a Benedictine abbey by Hugh Lupus, with the assistance of Anselm, Abbot of Bec. The chief remnants of the Norman abbey-church are to be found on the N. side of the cathedral (p. 221). After 1200 the church began to be rebuilt in the Gothic style, the next oldest parts being the E.E. Lady Chapel and chapter-house (13th cent.). The choir is a mixture of E.E. and early Dec. (14th cent.), while the W. front and the upper parts of the central tower, nave, and S. transept were rebuilt in the late-Perp. style by Abbot Ripley (1485–92). At the Reformation (1541) Henry VIII converted the abbey-church into the cathedral of the new diocese of Chester. The title 'Bishop of Chester' frequently occurs at a previous date, but the prelate so designated was the Bishop of Lichfield, whose see had been transferred to Chester for a few years in the 11th cent. (comp. p. 221). The whole cathedral has been carefully restored since 1858 by Sir Gilbert Scott and Sir Arthur Blomfield.

Exterior. The W. front of the cathedral, in spite of its fine Perp. window, is somewhat lacking in dignity. On the S. side we note the S.W. porch, with its parvise above, built in the Tudor period. The doorway

inserted in the window at the S.W. corner of the huge S. transept was used as the entrance to the parish church (see below). On the corbels of the S. end of the transept are modern grotesque carvings in the mediæval style, representing Disraeli, Gladstone, Dr. Kenealy, etc. The apsidal termination of the S. choir-aisle has a quaint conical roof, designed by Sir Gilbert Scott from indications in the old masonry. The best view of the E. end is obtained from the city wall (p. 217).

Interior. We enter by the S.W. porch. From the W. end of the NAVE, raised a few steps above the rest of the pavement, we have a vista of great simplicity and beauty, enhanced by the warm red colour of the stone. The W. part of the nave is late-Perp., the rest of the bays are in the Dec. style. The place of a triforium is taken by a plain frieze; the clerestory is late-Perpendicular. In the easternmost bay the arches are continued down to the ground without columns (as are the great E. and W. arches below the central tower). At the W. end of the late-Perp. S. aisle, in the base of an unfinished tower, is the *Consistory Court*, with Jacobean furniture. The wall of the N. aisle, now covered with mosaics of Scriptural scenes (1886), is Norman; and at its W. end is the base of an unfinished Norman tower, now fitted up as a *Baptistery*, with an ancient Byzantine font. From the E. end of the aisle a Norman doorway (c. 1100) leads into the cloisters (p. 221). — The small NORTH TRANSEPT, over the entrance to which is the stone organ-loft, was part of the original Norman church. It is of special interest for the contrast it shows between early and late Norman masonry, the earlier work being distinguished by smaller stones with larger interstices. The windows and the roof are Perpendicular. In the centre is a modern monument, by Blomfield, to Bp. Pearson (1673–86), author of the 'Exposition of the Creed.' A mural tablet commemorates Randolph Caldecott, the artist (1846–86). A Norman archway on the E. side leads into the Canons' Vestry (p. 221), which replaces a Norman apse. Above is a small row of triforium-arches of the earliest period. The SOUTH TRANSEPT (14th cent. Dec., completed in 15th cent. Perp.), with both W. and E. aisles, is as large as the choir and nearly as large as the nave. From 1486 to 1876 it was used as the parish church of St. Oswald, and at one time it was walled off from the rest of the cathedral.

Among the flags of the Cheshire Regiment in this transept are two that were present at Bunker Hill (1775). — The Union flag at the crossing was flown by H.M.S. 'Chester,' the ship in which Boy Cornwell, R.N., won the Victoria Cross at the battle of Jutland (1916).

The CHOIR was built in the 13th cent., the E. wall and the two easternmost bays being E.E. in character, while the other three bays are early Dec., of a somewhat later date. Above is a beautiful triforium; the clerestory is later work (1275–1300). The **Stalls*, in the early-Perp. style (c. 1390), are rivalled only by those at Lincoln and Beverley; the spiral canopies, bench-ends, and misericords deserve careful examination. The choir-screen is by Scott. The bishop's throne, the pulpit, the marble pavement, and the altar are modern. — The SOUTH CHOIR AISLE was lengthened to the E. about

1500, but the original apsidal termination was restored by Scott. An extraordinary tradition long regarded the altar-tomb in the middle of this aisle as that of the German Emperor Henry IV (d. 1106). Near the door is a tomb thought to be that of Ranulf Higden (d. 1364), the author of 'Polychronicon.' The gates of both choir-aisles are of Spanish ironwork (1558). — The NORTH CHOIR AISLE contains some remnants of the Norman church, including the bases of two piers and a capital. A band of dark marble in the pavement marks the line of the Norman apse. At the W. end is the entrance to the *Canons' Vestry*, which shows both Norman (W. side) and E.E. styles. This choir-aisle still retains its late-Perp. prolongation (c. 1500), which is now fitted up as a chapel. — Thence we pass through a doorway occupying the place of one of the original windows into the LADY CHAPEL, which, though much restored, is a beautiful specimen of E.E. (late 13th cent.). At the W. end, behind the high-altar, are the reconstructed fragments (pedestal and crown) of the *Shrine of St. Werburgh* (c. 1330), which originally stood in the easternmost bay of the choir, when the high-altar was placed one bay farther to the W.

Precincts. The conventual buildings lie to the N. of the church, instead of occupying the more usual position to the S. From the N. transept or the E. walk of the cloisters we enter the *CHAPTER HOUSE, which, with its vestibule, is E.E. at its best (1240–50). It is rectangular in shape, like most of the early monastic chapter-houses, and now contains the cathedral library. The graceful way in which the mouldings in the vestibule run up into the vaulting without capitals is an unusual feature in such early work. — The CLOISTERS are Perpendicular. In the S. walk and in part of the W. walk there is a double arcade. The wall of the S. walk, which is also the wall of the N. nave-aisle of the cathedral, is Norman, and contains tombs of abbots in its recesses. Here, too, is buried Dean Howson (d. 1885). At the end of this walk a late-Norman passage leads to the W. front of the cathedral. On the W. side of the cloisters a doorway leads to a large early-Norman UNDERCROFT, with two vaulted aisles, formerly the abbot's cellars; above was the guest-house. To the S., above the late-Norman passage, is the bishop's chapel, with a fine Jacobean ceiling. On the N. side of the cloisters lies the E.E. REFECTORY of the monks, formerly entered by a fine doorway towards the W. end. The hall has been mutilated by a passage driven through it to connect the cloisters with the Abbey Square. Inside is a *Lector's Pulpit, with a staircase in the wall, the only other complete example of which in England is at Beaulieu (p. 96). At the N.E. corner of the cloisters is probably the FRATRY, the common-room of the novices, a vaulted building of two aisles (restored). Between it and the vestibule of the chapter-house is a passage or slype called the *Maiden's Aisle*, with an elaborate roof; it formerly led to the monks' infirmary.

From the cathedral we return viâ St. Werburgh's St. to the East Gate (p. 217), whence a narrow passage on the left (N.) leads to the *King's Arms Kitchen* (Pl. C, D 5), an inn where a mimic mayor and corporation, said to have been established by Charles I, used to meet until c. 1907. Beyond the gate we follow St. John's St. to the right, then Little St. John St., to the left, to ***St. John's Church** (Pl. E 5, 6), finely situated above the Dee, outside the walls of the old city. Built about 1075, it was for about ten years the cathedral of the diocese of Lichfield (see p. 219). The present building is little more than part of the nave of the Norman collegiate

church. The central tower fell in 1468, destroying much of the choir, and again in 1572; in 1574 the fall of the N.W. tower destroyed the W. end of the church; and in 1881 the lofty detached belfry erected on its site fell in its turn, crushing the beautiful N. porch. The belfry has been replaced by an incongruous modern erection on the N.E., but the porch has been restored in its original (E.E.) form. — The *INTERIOR (open 9–12 and 1–5; handbook 6*d.*) is a fine example of stately Norman architecture. The massive pillars and arches are early-Norman, dating from about 1095, but the charming triforium of four arches to each bay and the aisles are in the transitional style of about a century later. The clerestory above is E.E., with pointed arches. On the S. side of the altar is the Warburton Chapel, with a curious skeleton monument. The handsome W. window by Edward Frampton (1890) illustrates the history of Chester.

The picturesque ruins of the choir and Lady Chapel, showing some beautiful transitional Norman work, should be examined (sexton at 1 Lumley Place, if not in the church). The 'crypt' is a fine 13th cent. vaulted chamber containing four Saxon crosses; in a former residence built above it De Quincey (as a boy) and his mother lived for some time. — By the S. wall of the churchyard is the 'Anchorite's Cell,' to which according to a curious legend, King Harold is said to have retired after the battle of Hastings.

Beyond the church on the E. is the pretty *Grosvenor Park* (Pl. D 6, 7), 20 acres in area, commanding a fine view of the river from its S. side.

Eaton Hall, the magnificent seat of the Duke of Westminster, situated on the Dee, 4½ m. S. of Chester, may be reached in summer by river-steamer (see p. 216) or excursion-brake. The tramway-terminus (see p. 216) is 3 m. N.W. of the hall. The large deer-park is open at all times to the public. Steamer-passengers alight either at *Eccleston Ferry*, 1½ m. below the hall, and walk through the park, or at the *Iron Bridge*, just above it. The present hall, the fourth on the same site, was built in 1867–80 from the designs of A. Waterhouse. In normal times it is open to the public on week-days in summer (adm. 1*l*, gardens 6*d*.). In front stands a colossal bronze equestrian figure, by G. F. Watts, of Hugh Lupus (p. 216), an ancestor of the duke. The 'Golden Gate' leading into the courtyard dates from the 17th century. In the stableyard is a group of a horse and groom, by Boehm. The interior of the hall is fitted up in the most sumptuous fashion and contains paintings by Rubens, Snyders, West, Millais, etc. — From *Aldford*, 5 min. walk from the Iron Bridge, motor-cars ply in summer to (9¼ m.) *Wrexham* (see p. 225; circular ticket from Chester, 2/3).

Hawarden (pron. 'Harden'; *Glynne Arms*), a picturesque Flintshire village, pleasantly situated 6 m. W. of Chester, is best reached by the G.C.R. from Northgate or Liverpool Road Station (in ½ hr.; 1/4, 8½*d*.; passengers usually change at Connah's Quay, see p. 226). *Hawarden Castle* (no adm.), celebrated as the residence for 60 years of the Rt. Hon. W. E. Gladstone (1809–98), the famous statesman, is situated in a charming park, the entrance to which is 500 yds. E. of the station. The main drives in the park are open on week-days from 10 a.m. till sunset. The ruins of the *Old Castle*, which dates from the reign of Henry III and was from 1454 to 1653 the seat of the Stanley family (Earls of Derby), are shown on week-days from 1 to 4 or 6 (adm. 6*d*.). They consist of a massive circular keep and part of the banqueting hall, and command a good view. The village *Church* contains a W. window, by Burne-Jones, and a rood by Gilbert Scott, commemorating W. E. Gladstone and Lieut. W. G. C. Gladstone (killed in action in 1915). *St. Deiniol's Library*, founded in 1896 by W. E. Gladstone, is now housed in a building erected in 1902 by public subscription. — About 2 m. W. of Hawarden are the 13th cent. ruins of *Ewloe Castle*, near which Henry II was defeated by Owain Gwynedd in 1156.

CHESTER
Scale of ¼ of a Mile
Scale of Metres
0 100 200 300 400
Tramways
RIVER DEE
ROODEE
Race Course
Curzon Park Golf Course
Grand Stand
Dee Basin
North Basin
Sewage Works
Allotment Gardens
Water Tower Museum
Barrow Field
Bonwaldesthorne Tower
Pemberton's Parlour
City Walls
Phoenix Tower
NORTHGATE STATION
Shropshire Union Canal
Gas Works
Electric Light Works
General Infirmary
Curzon Park School
Old Linen Hall
Linen Hall Str.
Trinity Str.
Quaker Street
Princess Street
Abbey Square
Abbey Str.
Kings Sch.
CATHEDRAL
Music Hall
Market
Commercial Hall
Independent Chap.
Presbyterian Ch.
Theatre
Gloucester Road
Industrial School
Lead Works
Shot Tower
Gaol
Goods Shed
Brook Street Bridge
Goods Station
GENERAL STATION
L.N.W. RAILWAY
Tramway Depot
Hotel
Queen Hotel
Bowling Green
Garage
Cattle Market
Union Ter.
Coodlane Bridge
Queen's Rd
Weslyan Chap.
Old Linen Hall
Stanley Pl.
Stanley Palace
Derby Ho.
Bishop Lloyd's Ho.
Old Bishop's Palace
Watergate Ho.
Watergate
Water Tower
Grosvenor Hotel
Talbot Hotel
Roman Bath
Turk Baths
The Friars
Grey Friars
Black Friars
St Martin's Ch.
St Michael's Ch.
St Peter's Ch.
Holy Trinity
Bank
Post Office
Free Lib.
Welsh Calv. Chap.
Old Union Hall
Forest Ho.
St Werburgh's Catholic Ch.
Public Baths
Dee Hills Park
Dee Hills
To Saltney
Union St.
Lodge
Grosvenor Park
Statue & Band Stand
Drinking Fountains
Boat Houses
Pleasure Gardens
Lime Avenue
Groves
Suspension Bridge
Landing Stage
To Eaton Hall &c
Rectory
Barracks
St Francis R.C. Ch.
Grosvenor Museum
Drill Hall
Falcon Inn
St John's Ch.
Baptist's Ch.
The Bishop's Palace
Y.M.C.A.
Deehouse Convent
St John's School
Statue
St Mary's Ch.
Bridge Gate
THE CASTLE
Castle Esplanade
Castle Ditch
Walls
Little Roodee
Grosvenor Bridge
Curzon Park
DEVA CRESCENT
Handbridge
Dee Bridge
The Causeway or Weir
Tobacco Factory
Electric Power Sta.
Queen's Park
VICTORIA CRESCENT
LOWER PARK RD
GROSVENOR PLACE
QUEENS PARK ROAD
ST MARYS RD
St Mary's without the Walls Ch.
Cemetery
Grosvenor Lodge for Eaton Hall
To Hawarden
Tanyard
Pepper Str.
Bridge Str.
Watergate Str.
Eastgate Str.
Foregate Street
The Bars
Houghton
Park Road
Nicholas St.
Castle Str.
Grosvenor Street
Lower Bridge St.
Crane St.
Orange St.
Canal Side
Gloucester Rd
Louis St.
Hamilton St.
Canal St.
Knill & Stirrup
Blue Coat
Morgan's Mount
Pembarton's Parlour
Fire Sta.
King Street
Princess St.
Linen Hall Str.
Trinity Str.
Quaker Street
Goose St.
Abbey Str.
Kings Sch.
Music Hall
Market
Commercial Hall
Independent Chap.
Presbyterian Ch.
Theatre
Gloucester Road
Industrial School
Lead Works
Shot Tower
Gaol
Goods Shed
Brook Street Bridge
Goods Station
GENERAL STATION
L.N.W. RAILWAY
Tramway Depot
Hotel
Queen Hotel
Bowling Green
Garage
Cattle Market
Union Ter.
Coodlane Bridge
Queen's Rd
Weslyan Chap.
Old Linen Hall
Stanley Pl.
Stanley Palace
Derby Ho.
Bishop Lloyd's Ho.
Old Bishop's Palace
Watergate Ho.
Watergate
Water Tower
Grosvenor Hotel
Talbot Hotel
Roman Bath
Turk Baths
The Friars
Grey Friars
Black Friars
St Martin's Ch.
St Michael's Ch.
St Peter's Ch.
Holy Trinity
Bank
Post Office
Free Lib.
Welsh Calv. Chap.
Old Union Hall
Forest Ho.
St Werburgh's Catholic Ch.
Public Baths
Dee Hills Park
Dee Hills
To Saltney
Union St.
Lodge
Grosvenor Park
Statue & Band Stand
Drinking Fountains
Boat Houses
Pleasure Gardens
Lime Avenue
Groves
Suspension Bridge
Landing Stage
To Eaton Hall &c
Rectory
Barracks
St Francis R.C. Ch.
Grosvenor Museum
Drill Hall
Falcon Inn
St John's Ch.
Baptist's Ch.
The Bishop's Palace
Y.M.C.A.
Deehouse Convent
St John's School
Statue
St Mary's Ch.
Bridge Gate
THE CASTLE
Castle Esplanade
Castle Ditch
Walls
Little Roodee
Grosvenor Bridge
Curzon Park
DEVA CRESCENT
Handbridge
Dee Bridge
The Causeway or Weir
Tobacco Factory
Electric Power Sta.
Queen's Park
VICTORIA CRESCENT
LOWER PARK RD
GROSVENOR PLACE
QUEENS PARK ROAD
ST MARYS RD
St Mary's without the Walls Ch.
Cemetery
Grosvenor Lodge for Eaton Hall
To Hawarden
Tanyard
Pepper Str.
Bridge Str.
Watergate Str.
Eastgate Str.
Foregate Street
The Bars
Houghton
Park Road
Nicholas St.
Castle Str.
Grosvenor Street
Lower Bridge St.
Crane St.
Orange St.
Canal Side
Gloucester Rd
Louis St.
Hamilton St.
Canal St.
Knill & Stirrup
Blue Coat
Morgan's Mount
Pembarton's Parlour
Fire Sta.
King Street
Princess St.

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From Chester to Manchester viâ Northwich, 38¾ m., 'Cheshire Lines' in 1½–2 hrs. (5/8, 2/10), from Northgate St. Station. — 10½ m. *Delamere* is situated in the middle of *Delamere Forest*, a pretty and undulating woodland tract of 4000 acres, much of which, however, has been disafforested. About 1½ m. S. of the station is *Eddisbury Hill*, with a well-preserved stronghold attributed to Ethelfleda (p. 244). 13¾ m. *Cuddington* is connected hy branch-line with (6¼ m.) *Winsford & Over* (comp. p. 396). — Short of (16¼ m.) *Hartford & Greenbank* we cross the L. & N.W.R. main line from Crewe to Warrington (1 m. to Hartford Station, p. 396). — 18 m. **Northwich** (*Angel*; *Crown*), a busy, dirty town of 18,151 inhab., is the centre of the rich Cheshire salt-district. The brown rock-salt is dug out of several mines, of which a typical example is the Marston mine (no adm.), 1½ m. N.E., 330 ft. deep and 40 acres in area. The roof is supported hy huge pillars of crystal. White household salt is ohtained from hrine-springs by pumping the water into shallow iron evaporating pans. The constant pumping out of the brine has caused considerahle suhsidences in the town and its vicinity and much damage to buildings. At *Winnington*, to the S.W., are the important chemical works of Brunner, Mond, & Co. From Northwich a hranch-line of the L. & N.W.R. runs to (13¼ m.) *Crewe* (p. 250), viâ (5¼ m.) *Middlewich*, a salt-town with 4909 inhah., and (8¾ m.) *Sandbach* (p. 251). — Near (21½ m.) *Plumbley*, on the left, is *Horton Hall*, an interesting old farmhouse. — 24 m. **Knutsford** (*Angel*; *Royal George*), a quiet town of 5760 inhab., with several old houses, is the 'Cranford' of Mrs. Gaskell (1810–65), who is huried in the old Unitarian graveyard, near the station. The prison has been transformed into a theological training college. To the N. is *Tatton Park*, the seat of Lord Egerton of Tatton, with a large deer-park of 2000 acres; the charming old church of *Rostherne*, a little to the N., on the hank of a lovely mere, contains the family monuments. About 2 m. W. is *Tabley Hall*, an 18th cent. mansion; on an island in the lake is the old hall, a fine timhered house with oak panelling and furniture. Ahout 3½ m. S. is *Peover Hall* (no adm. at present), dating from the 16–18th cent., with a church containing fine old family-tombs. The *Church of *Lower Peover*, 2 m. W., huilt in the 13th cent. and restored in 1852, is an almost unique example of a black-and-white timbered church, constructed entirely of oak and plaster with the exception of the stone tower (1582). — Beyond (28½ m.) *Ashley* the railway crosses the pretty valley of the Bollin, a good trout-stream. — 30¼ m. *Hale*, with 8351 inhabitants. — 31 m. *Altrincham & Bowdon* (p. 451). — At (32 m.) *Timperley* we join the L. & N.W.R. line from Warrington and Liverpool (p. 451). — 38¾ m. *Manchester* (Central Station), see Rte. 33.

From Chester to Manchester viâ Warrington, 40 m., L. & N.W.R. and G.W.R. in 1–1¾ hr. (5/8, 2/10), from the General Station. — 7½ m. *Helsby*, junction for (9 m.) *Hooton* (p. 216) viâ (2 m.) *Ince*, at which is an old manor-house of the ahhots of St. Werburgh (p. 219), now a farmhouse, and (5¼ m.) *Ellesmere Port* (large dye-works; pop. 10,366), where the Ellesmere Canal joins the Ship Canal and the Mersey. — At (9¾ m.) *Frodsham* (Bear's Paw), with 3049 inhah. and a Norman church, the L. & N.W.R. line to Liverpool viâ Runcorn (p. 215) diverges on the left. — 11½ m. *Halton* has the remains of a castle built hy Hugh Lupus (p. 216) in 1071. — Short of (15¼ m.) *Daresbury* (birthplace of 'Lewis Carroll'; 1832–98) we cross the main line of the L. & N.W.R. from Crewe to Warrington (p. 397). — 18¼ m. Warrington (Bank Quay Station), see p. 449. — At (23¼ m.) *Earlestown Junction* we join the line from Liverpool to Manchester viâ Newton-le-Willows (see p. 449).

From Chester to *Birmingham* viâ *Crewe*, see Rte. 32A, viâ *Shrewsbury*, see Rte. 32B; to *Crewe* and *London* (L. & N.W.R.), see Rte. 34; to *Bangor*, *Carnarvon*, and *Holyhead*, see the *Blue Guide to Wales*.

32. FROM CHESTER TO BIRMINGHAM.

The following routes afford convenient access from Chester (or Liverpool) to the Shakespeare Country, Oxford, and London. The quicker and more direct (viâ Crewe) is here given first; but the other passes through a more attractive country and at the interesting old town of Shrewsbury reaches a convenient gateway to Wales and to W. and S.W. England.

A. VIÀ CREWE AND STAFFORD.

73¾ m. L. & N.W.R. in 2–3½ hrs. (12/4, 6/2); to *Crewe*, 21¼ m. in ½–¾ hr. (3/8, 1/9); to *Stafford*, 45¾ m. in 1–2¼ hrs. (8/, 3/9½); to *Wolverhampton*, 60¾ m. in 1¼–3 hrs. (10/2, 5/1); to *London*, 179¼ m. in 3¾–5½ hrs. (27/10, 14/11).

Chester, see p. 216. Thence railway to (21¼ m.) *Crewe*, see pp. 250, 251; and from Crewe to (45¾ m.) *Stafford*, see pp. 248–250. — Beyond Stafford we part company with the main line to London and ascend the valley of the *Penk*. 51½ m. *Penkridge*, an old town with a large E.E. and Perp. church, lies near the W. verge of *Cannock Chase* (p. 247). Beyond (53¾ m.) *Gailey*, on Watling Street, and (55 m.) *Four Ashes* we begin to approach the busy iron and steel manufacturing district of S. Staffordshire, known as the 'Black Country,' which at night is illumined by the glare of countless furnaces and foundries.

61 m. **Wolverhampton** (pop. 95,328), on the verge of the Black Country, of which it is the 'capital,' is a progressive industrial town, noted for its iron-works and its production of hardware of every description. Its locks and keys have been famous ever since the days of Queen Elizabeth, and the engine and repairing sheds of the G.W.R. are situated here. The name of the town is derived from Wulfruna, sister of King Edgar II, who endowed a collegiate church here in 994.

Railway Stations (*Rfmts.* at both). *High Level* (L. & N.W.R.) and *Low Level* (G.W.R.), adjoining each other at the N.E. end of Queen St.

Hotels. Victoria, Lichfield St.; Star & Garter, Victoria St.; Queen's; Molineux, North St.; Coach & Horses, Snow Hill, pens. 42/ per week; Clarence (temperance), Piper's Row.

Post Office, Lichfield St.

Cabs. 1/ per mile, each addit. ½ m. 6*d*.; per ½ hr. 1/. — Tramways traverse the chief streets and connect Wolverhampton with the environs and many neighbouring towns (*Birmingham, Dudley, Stourbridge*, etc.). — Omnibuses to *Kingswinford* (1*d*.) and *Stourbridge* (1/3), hourly.

Wolverhampton, as a prosperous modern business town, is well equipped with public institutions and handsome public buildings, but its chief attraction is the large and ancient ***Church of St. Peter,** which with its stately tower occupies a conspicuous position adjoining Queen's Square.

The church is mainly (nave and clerestory) a Perp. edifice of the close of the 15th cent., with remains of earlier (E.E. and Dec.) work; the N. transept and tower are slightly later, while the present chancel and W. front date from a restoration completed about 1865.

The chief objects of interest in the interior are the finely carved stone pulpit and the octagonal font (both 15th cent.); the W. gallery erected in 1610 for the boys of the grammar school; a few stalls brought from Lilleshall Abbey (p. 248) in 1544; and the tombs, including those of Col. John Lane, who aided the escape of Charles II after the battle of Worcester (N. transept), and of Adm. Sir Richard Leveson (d. 1605), by Le Sueur (S. transept).

In the churchyard is the so-called *Dane's Cross*, an elaborately carved shaft c. 12 ft. high, once associated with the defeat of the Danes near Tettenhall in the 7th cent., but now regarded as a Norman work of the late 12th century.

In Lichfield St. is the *Art Gallery & Museum* (open free daily). The *Grammar School*, founded in 1515, now occupies a handsome building (1875) in Compton Road; and at

Tettenhall, to the W. of the town, is a well-known Nonconformist college.

Excursions may be made from Wolverhampton to *Boscobel* (p. 227), 8 m. N.W.; *Tong* (p. 227), 11 m. N.W.; *Moseley Old Hall*, 3 m. N., a refuge of Charles II after the battle of Worcester; *Stourbridge* (p. 282), 12 m. S., for Kinver Edge and Hagley; and farther afield to *Lichfield* (p. 244; 17 m.), *Bridgnorth* (p. 281; 12½ m.), *Cannock Chase* (p. 247), etc.

From Wolverhampton to *Worcester*, see pp. 281, 282.

At (66¾ m.) *Dudley Port* a short branch-line (1¼ m.) diverges for *Dudley* (Rfmts.; Castle; Dudley Arms), a centre of the iron industry (51,079 inhab.), above which rises *Dudley Castle*, a picturesque ruin dating mainly from the 16th cent., though the keep (partly reconstructed), the chapel, and some other parts are two centuries older. — 68½ m. *Oldbury*. — 74 m. **Birmingham** (New Street Station), see Rte. 45.

B. VIÂ RUABON AND SHREWSBURY.

84½ m. G.W.R. in 2¼–3 hrs. (12/4, 6/2); to *Shrewsbury*, 42¼ m. in 1–2 hrs. (6/6, 3/2½); to *London*, 195 m. in 4½–5 hrs. (27/10, 14/11). — For the first twenty miles this route lies partly in Wales, more particularly described in the *Blue Guide to Wales*.

An alternative route from Chester to (39 m.) Shrewsbury runs viâ (20 m.) *Whitchurch* (p. 274), where, however, carriages are usually changed. This line passes (10 m.) *Broxton*, near *Carden Hall*, a beautiful Elizabethan timbered mansion, and (13½ m.) *Malpas* (Red Lion), birthplace of Bp. Heber (1783–1826), with a fine Perp. church. From Whitchurch to *Shrewsbury*, see p. 274.

Chester, see p. 216. We cross the Dee by an iron bridge, leave the Holyhead line to our right, and pass (2¼ m.) *Saltney*, with its railway works. We enter *Denbighshire* (and Wales) just before reaching (7¼ m.) *Rossett*, where we cross the *Alyn*. — 9 m. *Gresford*, on the Alyn, birthplace of Samuel Warren (1807–77), author of 'Ten Thousand a Year,' has a Perp. church, with a peal of twelve bells reckoned among the 'seven wonders of Wales.'

12 m. **Wrexham** (*Wynnstay Arms*, near the church, R. from 4/, D. 3/6; *Imperial*; *Westminster Temperance*; *Trevor's*), the burial-place of Eliugh or Elihu Yale (1648–1721), the benefactor of Yale University, is an industrial and market town with 18,377 inhabitants. The good Perp. church (c. 1470), the chief feature of which is the richly decorated tower added in 1500 (135 ft. high; another of the 'seven wonders'), contains a monument to Mary Myddelton by Roubiliac and a painting of David, presented by Elihu Yale and attributed to Rubens (both in the N. aisle), besides other points of interest. The N. porch was restored by graduates of Yale in 1901 in commemoration of the bicentenary of their University (tablet). Yale, whose father emigrated from *Bryn Eglwys* (14 m. W.), is buried in the churchyard near the tower, beneath a quaint epitaph in verse. — Judge Jeffreys (1648–89) was born at *Acton Park*, 1 m. N. of the town.

From Wrexham road motor-cars of the G.W.R. run on week-days to (5½ m. N.E.; 6*d*.) *Holt*, with a narrow old bridge on the Dee, going on thence in summer to (4 m.; 6*d*.) *Aldford*, 5 min. walk from the Iron Bridge at *Eaton* (comp. p. 222). *Circular ticket by motor to Eaton Hall, thence by steamer to Chester (p. 216), and back by rail to Wrexham, 2/3.

FROM WREXHAM TO BIRKENHEAD AND LIVERPOOL, 31 m., G.C.R. in 1½–1¾ hr. (4/9, 2/5). The trains start at the Central Station, but nearly all call at the Exchange Station. — 7¾ m. *Hope* (Exchange Station) is the junction of a line from Chester to Denbigh and Corwen. — 10¾ m. *Hawarden*, 1 m. from Hawarden Castle (see p. 222). — We intersect the L. & N.W.R. line from Chester to Holyhead (see the *Blue Guide to Wales*), cross the canalized *Dee* by a long swing-bridge, and beyond (13 m.) *Connah's Quay & Shotton* traverse the *Wirral* (p. 215) from N. to S., viâ (19 m.) *Neston & Parkgate* (comp. p. 216) and (25¾ m.) *Upton*. At (27¼ m.) *Bidston* (p. 214) we change carriages for *Birkenhead* (28½ m.) and (viâ the Mersey Tunnel) *Liverpool* (32 m.; Central Station, Low Level). — 28¾ m. *Liscard*. — 30½ m. *Seacombe & Egremont*, whence ferry-steamers ply across the Mersey to the Landing Stage at (31 m.) *Liverpool* (p. 207).

About 1½ m. beyond Wrexham appears *Erddig Hall*, beautifully situated upon an eminence. — 16¾ m. **Ruabon** (*Wynnstay Arms*), an industrial town (3387 inhab.) in a coal and iron district, is the junction for the G.W.R. line to Llangollen, Bala, and Dolgelley.

Immediately to the S. is *Wynnstay*, the ancestral seat of Sir H. L. Watkin Williams-Wynn. The mansion, which is modern, is not shown, but visitors are sometimes admitted on application at the lodge to the fine grounds and deer-park (8 m. in circumference), which contain some noble trees, a Doric column, view-towers, etc.

The line now rapidly descends through a mining district, commanding good views. About 1 m. to the right appears the canal-aqueduct of Pont-y-Cysylltau, with the Berwyn Hills in the distance. Just beyond (18¾ m.) *Cefn* we cross the valley of the Dee by a *Viaduct of 19 arches, 150 ft. above the river, and 510 yds. in length (views). — 21¼ m. *Chirk* (Hand Hotel, a picturesque building), a pleasant village, near the *Ceiriog*. At *Brynkinallt*, the neighbouring seat of the Trevors, the Duke of Wellington spent many holidays when a boy at Eton.

***Chirk Castle** (no adm.), the stately seat of the Myddeltons, overlooks the Ceiriog, 1¼ m. W. of the station. Begun by Roger Mortimer under Edward I, though now largely Elizabethan in its details, the castle was purchased in 1595 by Sir Thomas Myddelton, afterwards Lord Mayor of London. Seized by the Royalists in the Civil War, it was unsuccessfully besieged and as unsuccessfully defended by a son of Sir Thomas (who had changed sides in the great contest). The large park (open daily) contains a lake, near which *Offa's Dyke* (p. xix) can be clearly traced.

The line, crossing the Ceiriog, now passes from Wales into *Shropshire* (p. 268) and beyond (22½ m.) *Preesgweene* intersects *Watt's Dyke*, an entrenchment resembling Offa's Dyke (see above), 3 m. W., with which it runs roughly parallel for about 40 m. — 24¼ m. *Gobowen* is the junction of a short line to (2¼ m.) *Oswestry*. 26 m. *Whittington*, with the remains of an old castle, is also a station on the Cambrian Railways from Whitchurch (p. 274) to Welshpool. 34¾ m. *Baschurch* is an ancient village with an interesting church. The *Beith*, 1½ m. N., is a neolithic fortification, consisting of two ring-works, connected by a causeway, and situated in the midst of what was once a mere or morass. On the right we approach the *Severn*.

42½ m. **Shrewsbury** (General Station), see p. 271.

46 m. *Upton Magna* is the nearest railway station to Wroxeter (3 m. S.; p. 274) and to Haughmond Abbey (3 m. N.; p. 274).

Richard Baxter (1615–91) was educated at *Donington* (1 m. S.W.), and Lord Herbert of Cherbury (1583–1648) was born at *Eyton* (1½ m. S.E.).

On the right the characteristic dome of the Wrekin (see below) is conspicuous. — 52½ m. **Wellington** (*Rfmts.*; *Charlton Arms*; *Red Lion*), a manufacturing and market town (11,091 inhab.), with a number of old houses, is the junction of lines to Craven Arms (see p. 270), to Stafford (see p. 248), and to Nantwich (27½ m.; p. 274) and Crewe (32 m.; p. 250).

On the last-named line lies the ancient little market town of (17 m.) **Market Drayton.** Here Lord Clive (1725–74; born at *Styche*, 2 m. N.W.), when a boy, achieved the daring feat of lowering himself from the roof of the church tower to one of the gargoyles, on which he sat astride. His alleged desk, with the carved initials 'R. C.,' is preserved in the old grammar-school. — At *Blore Heath*, c. 3 m. W., the Yorkists under the Earl of Surrey defeated the Lancastrians under Lord Audley in 1459. — From Market Drayton to *Stoke-on-Trent*, see p. 249.

The **Wrekin** (1335 ft.; extensive view), an isolated extinct volcano 2 m. S.W., irreverently described by Mr. Arnold Bennett as "a swollen bump," is usually ascended from Wellington. At its foot is the *Forest Pavilion* and on the top (rfmts.) are the remains of a camp. 'All friends round the Wrekin' is a famous Shropshire toast.

59½ m. *Shifnal* (Jerningham Arms), a quaint little town with many half-timbered old houses described by Dickens in 'The Old Curiosity Shop.' The church of St. Andrew (Norman to Perp.) contains the Moreton Chapel, with numerous monuments. Bishop Percy is said to have found the MS. used for his 'Reliques of Ancient Poetry' (1765) in an old house in the market-place. From Shifnal or from (64½ m.) *Albrighton*, the next station, a visit may be paid to Tong and Boscobel.

The village of **Tong**, 2½ m. N.W. of Albrighton and 3 m. E. of Shifnal, is celebrated for its beautiful church and its modern castle. The **Church* (St. Bartholomew's), a fine example of early Perp. work (c. 1410), has been described as a miniature Westminster Abbey on account of the number and beauty of its tombs (of the Pembruges, Vernons, and Stanleys). The inscription on the E. end of the tomb of Sir Thomas Stanley (d. 1576) is attributed, on doubtful authority, to Shakespeare. The Golden Chapel (1515), on the S. side of the church, has fan-vaulting of beautiful design, with some remains of the gilding to which the name is due. *Tong Castle*, a building of mixed Gothic and Moorish architecture, with conspicuous Turkish domes, dates in its present form from 1765. 'Little Nell's Cottage' is pointed out at Tong, but in reality the ancient little dwelling in which Dickens's child-heroine is represented as living and dying has long been pulled down.

About 3 m. E. of Tong is *Boscobel House* (open on Thurs. & Sat., 10–5), where Charles II, fleeing after the battle of Worcester, spent a day in an oak-tree and a night in a hiding-hole beneath the floor. The 'royal oak' now shown grew from an acorn of the original tree. Close by are the Norman remains of the Cistercian nunnery of *Whiteladies*.

72 m. **Wolverhampton** (Low Level Station), see p. 224.

We have now entered the 'Black Country' (p. 224), and the rest of our route leads through a busy but uninteresting region of iron and steel works, the principal towns in which are (77 m.) *Wednesbury* (Anchor; Dartmouth Arms), with 28,103 inhab., and (79¾ m.) *West Bromwich* (Dartmouth; Great Western), with 68,332 inhabitants. 82 m. *Handsworth & Smethwick*, 83 m. *Soho & Winson Green*, and 83¾ m. *Hockley* are practically parts of Birmingham. — 84½ m. **Birmingham** (Snow Hill Station), see Rte. 45.

33. MANCHESTER.

MANCHESTER (pop. 714,333), situated on the E. bank of the polluted *Irwell*, at its confluence with the insignificant *Irk* and *Medlock*, is the capital ('Cottonopolis') of the great cotton-manufacturing district of S.E. Lancashire, one of the most densely populated areas in the world, extending to Rossendale on the N., to the Pennine Hills on the E., and to the Wigan coalfields on the W. Including **Salford** on the W. bank of the Irwell, still anomalously a separate borough (231,357 inhab.), it is virtually the second largest city in the kingdom, while the suburbs extend in all directions to meet, without a break, those of a dozen surrounding towns (Bolton, Oldham, Rochdale, Stalybridge, Ashton, etc.). For this vast agglomeration Manchester is the business, banking, and distributing centre, and though in the somewhat grimy and irregularly planned city itself huge warehouses have taken the place of cotton-mills, it still carries on a large number of industries, notably engineering. Several of its fine public buildings cannot be properly seen owing to the narrowness of the streets.

Railway Stations (*Rfmts.* at all). *Victoria* (Pl. A 3), Victoria St., for the L. & Y.R. and the M.R. (N. lines). — *Exchange* (Pl. B 2) Chapel St., adjoining the last, for the L. & N.W.R. (N. & W. lines) and G.W.R. — *London Road* (Pl. D 5), for the L. & N.W.R. (S. lines; also for slow trains to Liverpool viâ Warrington) and the G.C.R. — *Central* (Pl. D 2), Windmill St., for the Cheshire Lines and the M.R. (S. lines), G.C.R., G.N.R., etc. — There are in addition numerous suburban stations, of which the chief are *Salford* (Pl. C 1) and *Oxford Road* (Pl. E 3).

Hotels. MIDLAND (Pl. D 2), adjoining the Central Station, a palatial establishment and a centre of social life, with concert-hall, orchestra, restaurants, Turkish baths, American bar, roof-garden, etc.; QUEEN'S (Pl. C 4), 2 Piccadilly, an old-established, first-class hotel, not far from London Road Station; GRAND (Pl. C 4), Aytoun St., a little to the S. of Piccadilly, quietly situated; VICTORIA (Pl. B 2), Victoria St., GROSVENOR (Pl. B 2), Deansgate, both near Exchange and Victoria Stations; ALBION (Pl. C 4), 21 Piccadilly; KNOWSLEY, Cheetham Hill Road; KING'S, Oxford St. — TEMPERANCE HOTELS. *Deansgate*, Deansgate (Pl. B 2); *Waverley*, Oldham St. (Pl. C 4); *City*, Long Millgate (Pl. B 3). — RESIDENTIAL HOTELS. *Trafford Hall*, at Trafford Park (p. 235); *Malvern House Hydro*, Bowdon (p. 451); *Brooklands*.

Restaurants. At the *Midland* (see above) and other chief hotels; *Parker's*, 18 St. Mary's Gate and 12 St. Ann's Square (Pl. C 2); *Manchester Limited*, under the Exchange (Pl. C 2); *Willoughby's*, Cross St. (Pl. C 2, 3); *Lyons' Popular*, Piccadilly; *Sainsbury's*, Corporation St. (Pl. B 3); *Continental*, St. Peter's Square (Pl. D 3); *Royalty*, 5 Princess St. (Pl. C, D 3); *Smallman's*, 204 Deansgate, vegetarian.

Baths (Turkish, etc.) at the *Midland Hotel* (see above); *Constantine's*, 21 Oxford St. (Pl. D, E 3); *Heriot's*, 10 South Parade (Pl. C 2), Deansgate; *Allison's*, 40 Hyde Road. The best corporation swimming baths are in High St., Chorlton.

Post Office (Pl. C 3), Spring Gardens, always open for telegrams.

American Consul, *Ross E. Holaday*, 9 Mount St. (Pl. D 2), Albert Square; vice-consul, *Marion E. Cloud*.

Clubs. *Manchester Constitutional*, 30 St. Ann St.; *Reform*, 79 King St.; *Union*, *Clarendon*, *Brasenose*, 75, 102, and 94 Mosley St.; *Arts*, South St., Albert Square.

Cabs. First mile 9*d.* for 1–2 pers., 1/ for 3–4; then 3*d.* and 4*d.* per ¼ m. By time, 2/ and 2/6 per hr. Each package carried outside 2*d.* Double fares from midnight to 6 a.m. — MOTOR CARS (without taximeters) at same distance-fares.

Tramways traverse the main streets and run to the suburbs, where they connect with the systems of Bolton, Oldham, etc.

Amusements. THEATRES: *Theatre Royal* (Pl. D 2), Peter St.; *Prince's* (Pl. D 3), Oxford St.; *Gaiety* (Pl. D 2), Peter St. (Miss Horniman's repertory theatre); *New Queen's Theatre* (Pl. D 1), Quay St.; *Prince of Wales*, Liverpool St., Salford (comp. p. 231). — MUSIC HALLS. *Palace* (Pl. E 3) and *Hippodrome* (Pl. D, E 3), in Oxford St.; *Grand* (Pl. D 2) and *Tivoli* (Pl. D 2), in Peter St. — CONCERTS. *Hallé Concerts* in the Free Trade Hall (Pl. D 2; conductor, Sir Thomas Beecham), on Thurs. & Sat. evenings in winter, a great social institution, founded by Sir Charles Hallé; *Gentlemen's Concerts* in the Midland Hotel concert-hall (Pl. D 2), concerts of the *Musical* and *Philharmonic Societies*, etc. — BELLEVUE GARDENS (tramway to Longsight; adm. 6*d*.), with zoological gardens, boating-lakes, museum, maze, dancing-saloon, firework-displays, etc.

History. Though the Manchester of to-day is in the main a creation of the 19th century, its origins are ancient. A walled Roman castrum (possibly the *Mancunium* or *Mamucium* of the Antonine Itinerary) stood at the confluence of the Irwell and Medlock, on the military road from Chester to York; while the later Saxon town (garrisoned against the Danes in 923) lay farther to the N. at the junction of the Irk and Irwell, near the present cathedral. The beginnings of Manchester's industrial prosperity may be dated from the 14th cent., when woollen and linen cloth weaving is said to have been introduced by the Flemings. During the Civil War Manchester successfully withstood a siege by the Royalists in 1642; but in 1715 and again in 1745 (when Prince Charles Edward Stuart occupied the town) it gave evidence of warm Jacobite sympathies (comp. Shenstone's ballad, 'Jemmy Dawson'). Though cotton was imported into Manchester from the Levant as early as the 17th cent., the rise of the Lancashire cotton industry, fostered by the moist climate, a convenient coal-supply, and improvements in machinery, dates from the middle of the 18th century. The first cotton-mill in Manchester was opened in 1781. In 1821 Manchester was still politically merely "the largest village in the country" (150,000 inhab.). The evils of the factory system were aggravated by the distress caused by the Napoleonic wars, and in 1819 occurred the famous 'massacre' of Peterloo (see below), when a mass-meeting of protest was dispersed by the sabres of the yeomanry with the loss of half-a-dozen lives. Manchester obtained parliamentary representation in 1832 and a charter of incorporation in 1838; in 1853 it became a city. The Lancashire cotton famine, due to the failure of the cotton-crop during the American civil war, caused great distress here in 1864–65.

In the first half of the 19th cent. Manchester was a stronghold of the reform agitation that led to the Reform Act of 1832 and the repeal of the Corn Laws in 1846. The 'Manchester School,' led by Cobden and Bright, advocated the policy of 'laissez faire' or unrestricted competition, free trade, and non-intervention in foreign affairs. Manchester is noted for its love of music, and as the headquarters of the temperance and vegetarian movements has been styled "the home of living causes." Among its eminent natives are John Byrom (1692–1763), the poet and inventor of shorthand; Thomas de Quincey (1785–1859), who passed his boyhood here and wrote his 'Vision of Sudden Death' in a Manchester tavern; Harrison Ainsworth (1805–82), the novelist; and the Rt. Hon. David Lloyd George (b. in 1863 at 5 New York Place, Chorlton-on-Medlock). Ann Lee (1736–84), foundress of the American Society of Shakers, was a Manchester factory hand. — Manchester factory life is described in *Mrs. Gaskell's* 'Mary Barton' (1848) and 'North and South' (1855) and in *Dickens's* 'Hard Times' (1864).

The Midland Hotel, outside the Central Station, lies at the S.W. corner of *St. Peter's Square* (Pl. D 3), whence Mosley St. (p. 232) runs to the N.E., Oxford St. (p. 234) to the S.E., and Peter St. to the W. The two latter streets contain the chief theatres. In PETER ST. are also the fine new building of the *Y.M.C.A.* and the huge **Free Trade Hall** (Pl. D 2; concerts, see above), built by E. Walters in the Lombardo-Venetian style in 1856, on the Peter's Field (the scene of the Peterloo

massacre, p. 229), presented by Cobden to the Anti-Corn Law League. It was in a previous hall on this site that Cobden and Bright delivered their speeches against the Corn Laws. Peter St. leads to Deansgate (p. 231), but we follow the narrow South St., opposite the Free Trade Hall, to the right to *Albert Square* (Pl. C, D 2), in which is the *Albert Memorial Hall*, the headquarters of Nonconformity in Manchester, erected in 1864. On the E. side of the square, which is decorated with statues, rises the imposing **Town Hall** (Pl. D 3 ; adm. 6*d*. for 3 pers. ; open 10–4, Sat. 10–12), a triangular Gothic pile, built from the designs of A. Waterhouse in 1877. There is a good view from the top of the tower (286½ ft.), which contains a fine peal of 21 bells, with a line from Canto 106 of 'In Memoriam' on each. The panels below the windows of the great hall (organ recitals on Sat. evenings ; 3*d*.) are adorned with *Mural Paintings by *Ford Madox Brown*, illustrating the history of Manchester.

Continuing to the N. by Cross St. (Pl. C 2, 3), we pass King St., with handsome banks and insurance offices, and follow St. Ann St. to the left to *St. Ann's* (Pl. C 2), an Italian Renaissance church of 1712, where De Quincey was baptized. Some of the windows were designed by Frederic Shields (d. 1911). At the N. end of St. Ann's Square, which contains a statue of Richard Cobden (1804–65), is the **Royal Exchange** (Pl. C 2), in the heart of the city, an imposing Italian building by Mills & Murgatroyd (1869). On cotton-market days (Tues. and Fri., 2–3) the great domed hall is thronged with buyers and sellers from all the Lancashire cotton-towns (visitors admitted to the balconies).

Victoria St. (Pl. B 2) continues N. to an open space above the Irwell, with a statue of Oliver Cromwell (by Matt. Noble). On the right is the ***Cathedral** (Pl. B 2, 3), the old parish church ('th'owd church') of Manchester, made collegiate in 1422 by Thomas de la Warr (who was both lord of the manor and rector), and raised to its present dignity in 1847. The building, in the Perp. style (choir 1422, nave 1465–80), is only 220 ft. in length, with a disproportionate width of 112 ft. The whole of the N. side was rebuilt by Bp. Stanley in 1485 a few feet farther out ; the clerestory throughout the church was rebuilt at the same time. The church was restored in 1880–90 ; the square tower (140 ft. high), porches, Fraser Chapel, and baptistery are modern. The church is open on week-days 10–5 (for adm. to choir and chapter-house, apply to a verger ; fee) ; services on Sun. at 8, 10.30, 3.30, & 7, on week-days at 11 & 3.30.

Interior. The arches leading to the tower and to the Lady Chapel are relics of an earlier church. The Nave has double aisles, the outer aisles having originally formed series of flanking chapels. The Choir contains superb *Stalls (c. 1485), considered by some the finest in Europe, with quaint misericords ; beautifully carved screens ; early 18th cent. iron-work ; the fine brass of Warden Huntington (d. 1458) ; and a modern reredos. At the end of the N. choir-aisle is a seated figure of

Humphrey Chetham (see below), by *Theed*. Of the two brass chandeliers in the arches of the retro-choir (which are illuminated from Christmas Eve to the Epiphany), that on the N. side is the earliest in the country (1695). To the E. of the choir is the *Lady Chapel* (1518), with a fine carved screen, and to the N. is the *Derby Chapel*, with carved screens, a beautiful altar (Flemish; early 17th cent.), and copper candlesticks (Sheffield; c. 1800). Off this opens the little *Ely Chapel*, with the tomb of Bp. Stanley of Ely (d. 1515). To the S. of the choir is the CHAPTER HOUSE, rebuilt as an octagon in 1485, with some 15th cent. glass. Besides the great modern organ on the screen the cathedral retains its old organ by Father Smith (1682). Manchester Cathedral is noted for its church-music.

Beyond the cathedral is ***Chetham Hospital** (Pl. A, B 3), originally the baron's hall, rebuilt by Thomas de la Warr after 1421 as a residence for the warden and fellows of his collegiate church (see p. 230). Under Elizabeth one of its wardens was Dr. Dee, the famous astrologer. In 1656 it was purchased from the Stanley family, in accordance with the will of Humphrey Chetham (1580–1653), as a charity school for the maintenance and education of 40 poor boys (now 100). The **Library* founded at the same time claims to be the oldest free public library in England and comprises a valuable collection of 70,000 books and MSS. (open on week-days 9.30–5, on Sat. and in winter 9.30–4). On application at the library visitors are shown (6*d*.) the fine 15th cent. collegiate buildings, including the hall or refectory, the kitchen, the warden's room (now the reading-room), cloisters, etc.

In Long Millgate, behind the hospital, is the *Manchester Grammar School* (Pl. A 3), one of the leading schools of the North, founded in 1515 by Hugh Oldham, Bp. of Exeter, and now accommodating over 1000 boys. Here were educated John Bradford, Humphrey Chetham, De Quincey (who ran away in 1802 because he felt his time was being wasted), and Harrison Ainsworth. In Great Ducie St., ¼ m. N. of the hospital, are the *Assize Courts*, a Gothic building by A. Waterhouse (1864). Behind is the *County Gaol* (1868).

Opposite Chetham Hospital begins CHAPEL STREET (Pl. B 1, 2), a main thoroughfare of **Salford** (p. 228), an independent town, but to all intents and purposes a part of Manchester, from which it is separated only by the narrow Irwell. Its most prominent building is the Rom. Cath. *Cathedral of St. John* (1848), in Chapel St. At the entrance to *Peel Park* are the *Technical Institute* and the *Royal Museum & Art Galleries*, containing paintings, sculpture, pottery, and metal work. In the important commercial portion of Salford are the Salford Docks on the Ship Canal (p. 235).

From Cromwell's statue (p. 230) DEANSGATE (Pl. B, C, D 3), a handsome modern thoroughfare, runs S.S.W. towards (½ m.) the *Central Station*. On the right, beyond Bridge St., is the ***John Rylands Library** (Pl. C 2), built and endowed by Mrs. Rylands in memory of her husband, a leading Manchester merchant, and opened in 1899. The building, an admirable structure in the late-Gothic style by *Basil Champneys*, is adorned with symbolical figures and with stained glass by

C. E. Kempe. The library contains about 250,000 vols., including the Althorp library of 40,000 vols. collected by the second Earl Spencer (comp. p. 241). These comprise a superb collection of early printed books, Bibles in over 300 languages, 7000 pamphlets, works on art and architecture, voyages and travels, scarce engravings, and fine bindings. The 7000 MSS. include the famous collection purchased from the Earl of Crawford (d. 1913). The library possesses also the Grafton portrait of Shakespeare, discovered in 1907. The chief rarities are exhibited in glass cases. Readers are admitted on application to the librarian; the public are admitted to view the library on Tues. and Fri., 2–6, and on the second Wed. of the month, 7–9 p.m., but strangers from a distance are admitted at any time on application to the librarian.

Farther on, to the right, is Quay St., the *County Court* (Pl. D 1) in which, on the left, was the residence of Richard Cobden and later (1851–73) the first home of the Owens College (p. 234). — St. John St., the next turning on the right out of Deansgate, is the 'Harley St.' of the city and a "genuine relic of Mid-Victorian Manchester."

We return by Peter St. (p. 229) to St. Peter's Square and follow the dignified Mosley Street (Pl. C, D 3), given over to banking and export trade, to the N.E. On the right, at the corner of Princess St., is the ***City Art Gallery** (Pl. D 3; 10–9, Sun. 2.30–5), built for the Royal Institution by Sir Charles Barry in 1825, and containing a well-arranged collection of modern paintings, water-colours, bronzes, and porcelain (curator, Mr. Lawrence Haward; catalogue 6*d.*).

From the Entrance Hall we ascend the Staircase, halfway up which is an ideal portrait of Shakespeare, by *Ford Madox Brown* (No. 50). On one side of the top landing are portraits connected with Manchester (No. 6. De Quincey, by *Archer*; No. 413. C. A. Rickards, by *G. F. Watts*), on the other are the older portraits, including examples of *Janssens* (491), *Van der Vliet* (391, 392), *Lely* (226), and *Reynolds* (325).

Room I. British School (17–18th cent.). On the entrance-wall is a group of works by *Etty*, including, besides examples in his better known manner (e.g. 139, 140), a study of a peacock (136) and a good portrait of himself (135). On the left wall are fine landscapes by *Wilson* (*426, 425 etc.), *Thomson of Duddingston* (550), *Nasmyth* (280), and *Stark* (370). Farther on: 254. *Morland*, Forge; 334. *Romney*, Hon. Thos. Bligh; 461, 462. *Crome*, Landscapes; 154. *Gainsborough*, Gen. Wolfe; 100, 101. *Cox*, Landscapes; 319. *Raeburn*, Duke of Gordon; 451. *Brompton*, John Horne Tooke. On the right wall are two fine examples of *Turner* (*389, *390).

Room II. Modern Works (mainly British). Landscapes by *Sam Bough* (41, 42), *Arnesby Brown* (47), *Lawson* (*216), *Cameron* (65), etc.; figure-subjects by *Ricketts*, *Shannon*, and *Strang*. 219–222. *Legros*, Studies. Here, too, are bronze busts of Victor Hugo and Legros by *Rodin* and an Orpheus by *Swan*.

Room III is devoted mainly to works of popular appeal by *Briton Riviere* (329), *Lady Butler* (57), *Waterhouse* (410), *Herkomer* (182), and others. On one wall is the Good Samaritan, by *Watts* (*412). Here also are landscapes by *Brett* (44) and *Henry Moore* (252).

Room IV. Barbizon School and Impressionists, including examples of *Corot* (82), *Troyon* (551), *Moret* (253), *Boudin* (40), *Monticelli* (250), *Vollon* (552), *Fantin-Latour* (*Portrait of himself), *Connard* (459), *Clausen* (70), etc. *Orpen's* Homage to Manet (*288) includes portraits of George Moore, Walter Sickert, and D. S. MacColl. In this room are also two small works by *Constable* (75, 76), an example of *Sargent* (435),

a clever portrait by *Dodd* (466), and a bronze by *Goscombe John* (Boy at play).

Room V (Long Gallery), Pre-Raphaelite School. One end of the room illustrates the versatility of *Ford Madox Brown* (*48. Work; 456. Manfred on the Jungfrau, etc.); and a side-wall is devoted to *Millais* (*247. Stella, 243. Autumn Leaves, etc.). On the other walls are examples of *Rossetti* (*336. Astarte Syriaca; 337. Bower Meadow; 338. La Donna della Fiamma), *Leighton* (224. Captive Andromache), *Burne-Jones* (55. Sibylla Delphica), and *Holman Hunt* (199. Shadow of Death, 200. Hireling Shepherd, 201. Scapegoat). This room contains also Eve and the Age of Bronze, by *Rodin*.

Room VI contains the *Leicester Collier* and *James Gresham Collections*, including small works by *Millais*, *Holman Hunt*, and *Constable*, *Frith's* 'Claude Duval,' and several examples of *F. J. Shields*. An interesting series of imaginary portraits of famous men by *William Blake* is generally exhibited here.

Room VII is devoted to modern works. — Room VIII contains an extremely valuable **Collection of Water Colours* (from the *Ross* and *Blair Bequests*), which, with those of the Whitworth Institute (p. 234), make Manchester one of the chief places for the study of this branch of English art. Both the older and later masters are well represented.

In Room IX are oil-paintings by *Constable*, *Romney*, and *Gainsborough* (from the *Blair Bequest*).

In Rooms VI–VIII is exhibited also the **Leicester Collier Collection of Porcelain*, consisting of about 1000 pieces, illustrating the chief Oriental, English, and Continental varieties.

The rooms on the Ground Floor contain prints, drawings, and English pottery. — Those interested in local art will find (throughout the gallery) specimens of the work of *Liverseege*, *Anderson Hague*, *Shields*, *Whaite*, *Somerset*, and other 'Manchester' artists.

Behind the Art Gallery, at the corner of Princess St. and George St., is the *Athenæum* (Pl. D 3), also by Barry, a young business men's club founded in 1837, largely by the exertions of Richard Cobden.

No. 36 George St. (Pl. C, D 3) is the *Manchester Literary and Philosophical Society*, founded in 1781. Among its famous members were John Dalton, who here made his experiments leading to the enunciation of the atomic theory (his apparatus is preserved), and James Prescott Joule, who first determined the mechanical equivalent of heat.

Mosley St. ends at the important business thoroughfare which, as Market St. (Pl. C 3), leads N.W. to the Exchange and, as Piccadilly (Pl. C 4), S.E. to *London Road Station*. A new Art Gallery or Library is to be built on the open space (Pl. C 4) in Piccadilly, in front of which are statues of Queen Victoria, Watt, Dalton, Peel, and Wellington. The Royal Infirmary (p. 234) formerly stood on this site, which is partly occupied at present by the temporary building of the *Municipal Free Reference Library* (9–9, Sun. 3–8).

To the N.E. of Piccadilly extends the once notorious slum-district of Ancoats. Among the social agencies at work here are the *Manchester University Settlement*, 20 Every St.; the *Heyrod Street Mission*; and Mr. Charles Rowley's *Recreation Committee*, attached to which is the Ancoats Brotherhood The art museum at Ancoats Hall which once belonged to the Settlement has been taken over by the municipality and re-named the *Horsfall Art Museum* (open free daily 10–5 or 6; Sun. 2.30–4.30).

Portland Street (Pl. C 4, D 3), which returns to Oxford St. from the E. side of the old infirmary site, is the centre of the warehouse district, and in many of the side-streets the interesting process of loading lorries with cotton-bales may be watched. — Opposite London Road Station is the vast new *Fire Station* (Pl. D 5), and in Whitworth St., which runs hence to Oxford St. and *Oxford Road Station* (Pl. E 3), is the splendid *School of Technology* (Pl. D 4), founded as a mechanics' in-

stitute in 1824 and rebuilt, largely through the munificence of Sir Joseph Whitworth (d. 1887), in 1902.

Oxford Street (Pl. D, E 3), leading S.E. from St. Peter's Square (p. 229), is continued by Oxford Road, the chief thoroughfare of South Manchester, to the University quarter.

Manchester University, officially the *Victoria University of Manchester*, occupies as its central premises a large and handsome building by *Alfred Waterhouse*, in Oxford Road, 1 m. from St. Peter's Square. This edifice, opened in 1873, has been much enlarged and additional buildings have been erected in the neighbourhood, while to the University belong various other institutions, including the School of Technology (p. 233) and seven theological colleges.

Manchester University has developed out of the Owens College, founded under the will of John Owens (d. 1846), a Manchester merchant, which was opened in 1851 in Quay St. (comp. p. 232), incorporated in 1871, and removed to the present building in 1873. The Victoria University was founded in 1880, with Owens College as its seat, and the University College at Liverpool (1884) and the Yorkshire College at Leeds (1887) were admitted as the other constituent colleges. Liverpool, however, obtained a separate university in 1903 and Leeds in 1904, while Owens College was incorporated in 1904 with the Victoria University of Manchester, and its old name finally disappeared.

The university, which has faculties of arts, science, law, medicine, music, commerce, theology, technology, and education, has 50 professors, 1700 students, and an income of £80,000. — The *Christie Library*, of 150,000 vols., is open to all who obtain an order.

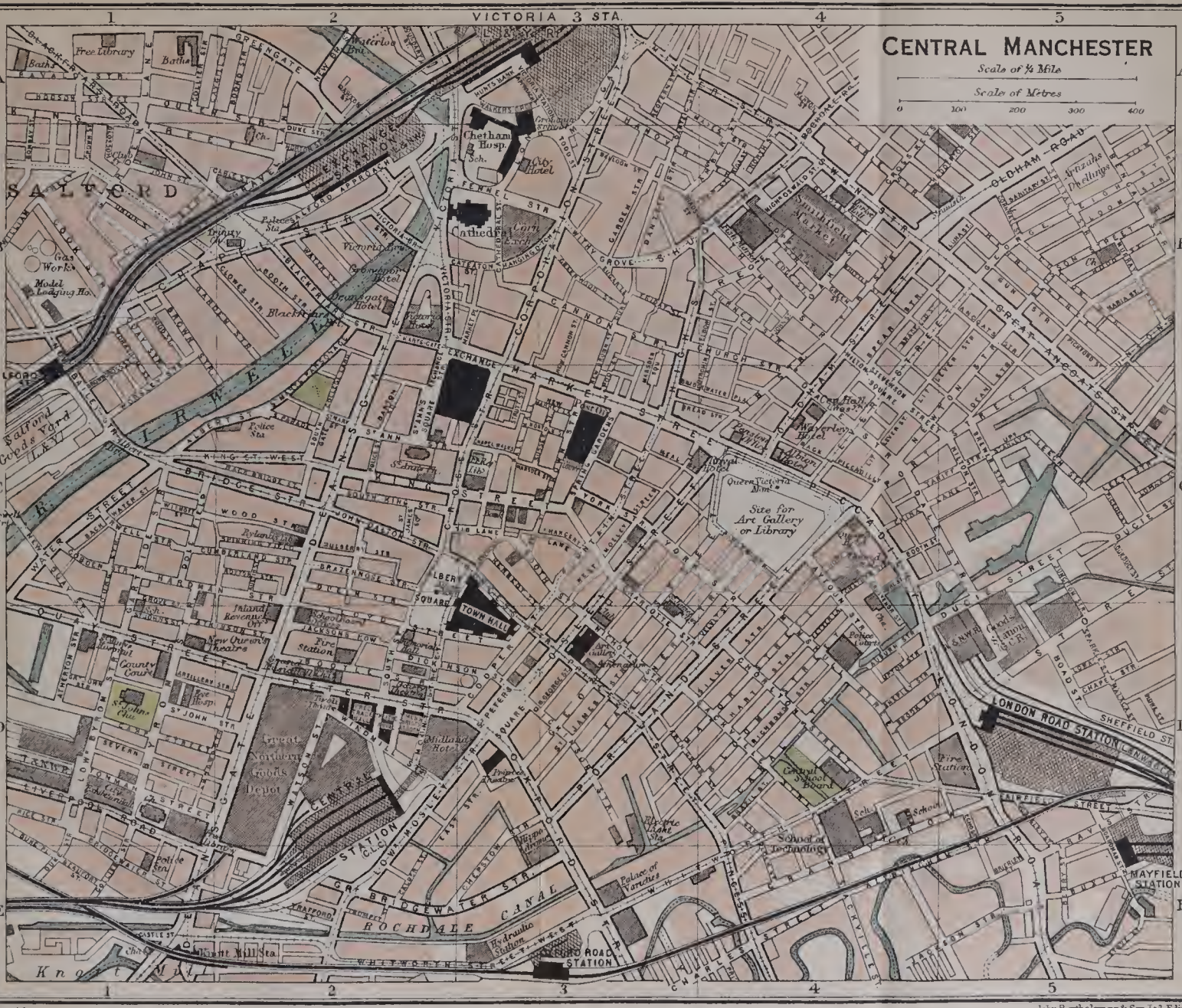
The *Manchester Museum* (10–5, Sun. 2.30–4.30; lecture on 1st Wed., 7–9 p.m.), on the right of the entrance to the university, contains natural history and archæological collections, of which the Egyptian antiquities found by Prof. Flinders Petrie and the mollusca are notable.

In Dover St., opposite the University, is the *Manchester High School for Girls* (650 pupils), founded in 1874 and endowed by the Hulme Trust (comp. below). No. 84 Plymouth Grove, to the S.W., was the residence of Mrs. Gaskell (1810–65). Charlotte Brontë, who often visited her future biographer, began 'Jane Eyre' in this house.

Farther on in Oxford Road, on the right, is *Whitworth Park*, in which is the **Whitworth Institute** (9–5, Sun. 2.30–5), a bequest of Sir Joseph Whitworth, with an art-collection notable for its *Water Colours, which include examples of the best English masters from Paul Sandby (d. 1809) to the present day. Opposite is the *Royal Infirmary*, founded in 1752 and removed hither in 1908.

Wilmslow Road (tramway) goes on hence to (c. 1 m.) *Platt's Field Park*, in which a replica of G. G. Barnard's statue of Abraham Lincoln (1809–65), in Cincinnati, was unveiled in Sept., 1919.

The Residential Suburbs of Manchester and Salford extend far into Cheshire and Derbyshire. On the N. are *Cheetham Hill*, a great Jewish quarter, near which is *Queen's Park*, with a picture-gallery; *Kersal*, inhabited by wealthy Levantine and Greek merchants; and *Prestwich*, which retains "a faint lingering of the 18th century." At Kersal Cell John Byrom (p. 229) lived after 1724. Near Prestwich is *Heaton Park* (700 acres), formerly the seat of the Earl of Wilton, purchased by the Corporation in 1902; the beautiful mansion, by Wyatt, now contains pictures and the fine Egerton collection of oriental arms and armour. — At *Moss Side*, a middle-class district on the S., is *Alexandra Park* (60 acres), on the S. side of which is the *Hulme Grammar School* (330 boys), founded in 1881 and endowed by funds bequeathed by Wm. Hulme (d. 1691). Adjacent are *Whalley Range*, said to be the


CENTRAL MANCHESTER
Scale of ½ Mile
Scale of Metres
0 100 200 300 400
VICTORIA STA.
SALFORD
IRWELL
Cathedral
Chetham Hosp. Sch.
Exchange
Victoria Sta.
Exchange Sta.
Market Street
Corporation Street
Cross Street
Deansgate
Great Ancoats Street
Oldham Road
Piccadilly
Queen Victoria Mon.
Site for Art Gallery or Library
Town Hall
Albert Square
Albert Memorial
Albert Hotel
Royal Hotel
Free Library
Baths
Gas Works
Model Lodging Ho.
Police Sta.
Trinity Ch.
Victoria Hotel
Grosvenor Hotel
Drummond Hotel
Blackfriars Bridge
Blackfriars Sta.
Salford Sta.
Salford Quays
Police Sta.
St. Ann's Square
St. Ann's Ch.
Exchange Buildings
Manchester Arms
Queen's Hotel
Waterloo Hotel
Smithfield Market
Ancoats Dwellings
Ch.
Ch. Hall
Wesleyan Chapel
Public Library
Police Office
Police Court
Fire Station
Inland Revenue Office
New Queen's Theatre
County Court
Police Sta.
Free Hospital
St. Stephen's Chapel
Great Northern Goods Depot
Children's Hospital
Theatre Royal
Prospect Theatre
Palace of Varieties
Palace Theatre
Refuge Assurance
Refuge Lane Sta.
Police Sta.
Police Court
Fire Station
Grand School Board
School of Technology
School
Ch.
Ch. Institute
Ch. Schools
Ch. Hall
Wesleyan Chapel
Public Library
Police Office

suburb depicted in Stanley Houghton's 'Hindle Wakes,' and *Withington*, once a wealthy German colony.

The ***Manchester Ship Canal**, 35½ m. long and 28 ft. deep, with a minimum bottom width of 120 ft., was constructed in 1887–94 at a total cost of nearly £17,000,000, and connects Manchester with the Mersey at Eastham (p. 216), running viâ Warrington (p. 449) and Runcorn (p. 251). It has raised Manchester to the position of the third seaport in the kingdom. Steamers up to 12,850 tons trade regularly from Manchester to all parts of the world. There are locks at Mode Wheel (Manchester), Barton, Irlam, Latchford, and Eastham. The *Manchester Docks* (406½ acres; water-area 120 acres) are reached by Chester Road, the continuation of Deansgate, passing near *Old Trafford Station* (p. 451). *Trafford Park*, the former estate of Sir Humphrey de Trafford, is being cut up as sites for factories and warehouses, while the mansion is now a golf club house and hotel. The *County Cricket Ground* here is served by a special Cricket Ground Station during the season.

The **Bridgewater Canal**, which now belongs to the Ship Canal Co., was the first cross-country canal in England. It was constructed, in face of enormous difficulties, in 1758–72 by James Brindley for the third Duke of Bridgewater, and earned the latter a princely fortune. The first portion, from Worsley to Manchester, of which the chief feature is the aqueduct over the Irwell at Barton, brought cheap coal to Manchester, while the extension to Runcorn (with an aqueduct over the Mersey at Stretford) brought cheap food.

Manchester is connected by tramway as well as by frequent railway service (from Victoria and London Road) with **Oldham** (*King's Arms*; *Black Swan*), 7 m. N.E., a prosperous but unattractive town (147,483 inhab.), with over 300 cotton-spinning mills and manufactures of velvets, silks, sateens, etc. Union Street contains the chief public buildings, including the *Town Hall* (1841), which is a copy of the Temple of Ceres near Athens. — The 'Oldham Wakes,' which begin on the last Sat. in August, are the most famous of the Lancashire wakes.

From Manchester to *Chester* viâ Northwich or Warrington, see p. 223; to the *Peak District* (*Derby*, *Buxton*, *Sheffield*), see Rte. 49; to *Liverpool*, *St. Helens*, *Warrington*, *Wigan*, and *Widnes*, see Rte. 56 (i); to *Bolton*, *Preston*, *Blackburn*, and *Hellifield*, see Rte. 56 (iii); to *Bury*, *Burnley*, and *Skipton*, see Rte. 56 (iv); to *Rochdale*, *Halifax*, and *Bradford*, see Rte. 56 (v); to *Ashton*, *Stalybridge*, *Huddersfield*, and *Leeds*, see Rte. 56 (vi); to *Barnsley* and *Sheffield*, see Rte. 56 (vii); to *Macclesfield*, see p. 250.

ROUTES FROM MANCHESTER TO LONDON.

Motor Routes. *A*. Direct, 187 m. We leave Manchester by Chester Road (S. of Pl. E 1). — 8 m. *Altrincham* (p. 451). — 8 m. **Knutsford** (p. 223). — 8 m. *Holmes Chapel*. — 8 m. *Lawton Arms*. — 3 m. *Talke-o'-th'-Hill*. [An alternative route leaves Manchester by Oxford St. (Pl. D, E 3). — 7 m. *Cheadle* (p. 450). — 5 m. *Wilmslow* (p. 251). — 2 m. *Alderley Edge* (p. 251). — 11 m. **Congleton** (p. 249). — 7 m. *Red Bull*. — 1 m. Talke-o'-th'-Hill.] — 4 m. **Newcastle-under-Lyme** (p. 249). — 3 m. *Trentham* (W. end; p. 249). — 5 m. *Stone* (p. 249). — 14 m. *Rugeley* (p. 247). — 8 m. **Lichfield** (p. 244). — 15 m. *Coleshill* (p. 336). — 4 m. *Stonebridge* (p. 214). Thence to (99 m.) **London** as on p. 214.

B. 199½ m. To (88 m.) *Stonebridge*, see above. Thence through the Shakespeare Country to (111½ m.) **London**, see p. 324.

Railway Routes. The following coincide in great part with the corresponding routes from Liverpool to London, and the traveller, in selecting his route, will be aided by the remarks on p. 214. The fares by all are the same (24/6, 15/5½).

(a) **L. & N.W.R.** viâ *Stockport* and *Crewe*, from London Road or the Victoria Station to Euston (183½ m. in 3¾–6 hrs.). See Rte. 34.

(b) **M.R.** viâ *Derby*, from the Central or the Victoria Station to St. Pancras (190 m. in 3¾–7 hrs.). See Rtes. 49A, 47.

(c) **G.C.R.** viâ *Sheffield*, from London Road or the Central Station to *Marylebone* (206 m. in 4½–5½ hrs.). See Rtes. 56 (vii), 48.

(d) **G.N.R.** viâ *Sheffield* and *Retford*, from London Road or the Central Station to *King's Cross* (203 m. in 4¼–7¼ hrs.). See Rte. 56 (vii) and pp. 404, 393–385.

34. FROM LONDON TO CREWE (CHESTER, LIVERPOOL, MANCHESTER).

From London (Euston Station) to *Crewe*, 158 m. in 3–4¼ hrs. (24/2, 13/2); to *Chester*, 179¼ m. in 3½–5¾ hrs. (27/10, 14/11); to *Liverpool*, 192½ m. in 3½–6 hrs. (29/, 16/6); to *Manchester*, 183½ m. in 3½–5¾ hrs. (24/6, 15/5½). The railway to Crewe is the busiest portion of the trunk-line of the L. & N.W.R. from London to the North of England and to Scotland (comp. Rte. 52A). — Electric line to Watford, see the *Blue Guide to London*.

Passing the suburban stations of *Chalk Farm*, *Loudoun Road*, *Kilburn*, and *Queen's Park* (see the *Blue Guide to London*), we reach (5½ m.) **Willesden Junction** (*Refmts.*), an important railway centre, reached also by electric line ('Bakerloo'). 8 m. *Wembley & Sudbury*; 10½ m. *Kenton*. — 11½ m. *Harrow & Wealdstone*, 1 m. from the town of Harrow-on-the-Hill (see the *Blue Guide to London*), is the junction of a branch to (2 m.) *Stanmore* (Abercorn Royal), in a pleasant residential district, 2 m. W. of Edgware (p. 347). — Beyond (13¼ m.) *Pinner & Hatch End* we enter Hertfordshire.

Hertfordshire, or **Herts**, a favourite county of Charles Lamb, who refers to it as "hearty, homely, loving Hertfordshire," is a pleasant, undulating district, with many country seats alternating with arable land. An old saying runs: "He who buys a home in Hertfordshire pays two years' purchase for the air."

16 m. *Bushey & Oxhey* (Bushey Hall, a residential hotel), once with a school of art established by Sir Hubert von Herkomer (d. 1914) and still an art centre.

17½ m. **Watford** (*Clarendon*, R. 5/, D. from 5/; *Rose & Crown*, R. from 3/6), on the *Colne*, is a thriving town (40,939 inhab.), with several breweries and the *London Orphan Asylum* (1869). The Essex Chapel in *St. Mary's Church* contains a number of fine monuments, some by Nicholas Stone.

About ½ m. N. of the town is *Cassiobury Park* (Earl of Essex; park open to the public), adjoined on the N. by *The Grove* (Earl of Clarendon). The latter, a Queen Anne mansion added to later, contains part of the famous collection of paintings formed by the first earl of the first creation (portraits by Van Dyck, Janssens, Lely, Kneller, Hogarth, and others; open to visitors one day a week).

From Watford Junction branches diverge W. for (4½ m.) *Rickmansworth* and N.E. for (6½ m.) *St. Albans* (p. 347).

Beyond Watford the railway runs alongside the Grand Junction Canal for many miles. — 21¼ m. *Kings Langley*, once a royal manor. The parish church contains the monument of Edmund de Langley, Duke of York (d. 1402; fifth son of Edward III), and his wife Isabella of Castile (d. 1394), removed hither from the priory church. *Abbots Langley*, a village 1½ m. S.E., which formerly belonged to the abbots of St. Albans, was the birthplace of Nicholas Breakspear (d. 1159), the only English pope (Adrian IV). — 24½ m. *Boxmoor & Hemel Hempstead*. The latter place, 1½ m. N.E., has a station on the M.R. (see p. 350). — 28 m. *Berkhampstead* (King's Arms) is an ancient place with the fragmentary remains of a royal castle (11th cent.). William Cowper (1731–1800) was born in the rectory (memorial window in the church). About 3 m. N. is

Ashridge Park (Earl Brownlow), a vast mansion built by Wyatt in 1808, with a noted collection of pictures. The public are occasionally admitted to the beautiful deer-park (noble beech avenue) and gardens.

31½ m. *Tring* (Rose & Crown, R. 4/6, D. 4/6; Royal), a small and ancient town (4481 inhab.), is situated at the foot of the Chiltern Hills, 1¾ m. W. of the station. The baptismal register of the handsome Perp. church contains some entries of members of the Washington family.

Adjoining the town is *Tring Park*, the seat of Lord Rothschild, who has stocked the deer-park with emus and rheas (visible from the public footpath through the park) and has also built an admirable *Zoological Museum* (adm. free; open in April–Sept., on Mon. & Tues. 3–6, Wed. 3–7, Fri. 10–12 & 3–6; in Oct.–March, on Mon. & Tues. 1–4, Wed. 2–4, Fri. 10–12 & 2–4). — About 1½ m. W. of Tring is *Drayton Beauchamp*, where the 'judicious' Hooker was rector in 1584–85 and where he was visited by his pupils, George Cranmer and Edwin Sandys, as related by Izaak Walton. The church has 14th cent. glass in the E. window. — To the N. of Tring is (4 m.) *Ivinghoe*, whence Scott derived the title of 'Ivanhoe.' It has a striking early 13th cent. church, altered in the 14–15th centuries.

After a deep cutting, beyond which *Ivinghoe Beacon* is conspicuous on the right, the railway descends rapidly into *Buckinghamshire* (p. 327). — 36 m. *Cheddington*, junction for (7 m.) *Aylesbury* (p. 363). About 1½ m. N. is *Mentmore* (no adm.), the magnificent modern mansion of Lord Rosebery, with a noted racing stud which is on view at any time. — 40¼ m. *Leighton Buzzard* (Swan), an old country-town of 6782 inhab., has an E.E. church with a beautiful spire and good 13th cent. iron-work on the W. door. The market-cross has been restored.

The church of *Wing*, 2 m. W., has a Saxon apse, crypt, and nave-arches and fine monuments. *Stewkley*, 2½ m. N.W. of Wing, has a richly decorated late-Norman *Church (c. 1150). — From Leighton Buzzard a branch-line runs E. to (7 m.) *Dunstable* (p. 350) and (12½ m.) *Luton* (G.N.R. station; p. 350).

46¾ m. *Bletchley* (Rfmts.; Station Hotel) is the junction of lines W. to Oxford and E. to Bedford and Cambridge, and passengers for Northampton not in a through train or carriage change here (comp. p. 238).

From Bletchley to Cambridge, 46 m., L. & N.W.R. in 1½–2 hrs. (7/6, 3/10). — 1½ m. *Fenny Stratford*. — 4¼ m. *Woburn Sands* (Swan) is a health-resort in a beautiful district, with fine pine-woods. About 2½ m. S. (omn.) is *Woburn* (Bedford Arms), a quiet, well-built market town, adjoining which is the large deer-park, 12 m. in circuit (road and several footpaths open to the public), of **Woburn Abbey**, the seat of the Duke of Bedford. The mansion (no adm.), built by Henry Flitcroft in 1744 on the site of a Cistercian abbey, contains a famous collection of paintings and sculptures. — 16 m. **Bedford**, see p. 351. — 20 m. *Willington* has a late-Perp. church and a 15th cent. pigeon-house. — 24½ m. *Sandy* is also on the main line of the G.N.R. (p. 387). — 28 m. *Potton*, 3 m. E. of which is the church of *Cockayne Hatley*, containing beautiful 17th cent. Flemish wood-carvings. — 46 m. *Cambridge* (p. 526).

From Bletchley to *Oxford* and *Banbury*, see p. 321.

52½ m. *Wolverton* (Victoria, pens. 10/), with the carriage works of the L. & N.W.R. (4000 hands) and printing-works, is the centre of a 'rural district' with 10,427 inhabitants.

A steam-tramway runs hence to (2 m. W.) *Stony Stratford*, a small market town on Watling Street, where Edward V was arrested by Richard

Crookback (Shakespeare, 'Richard III'), and a branch-railway runs E. to (4 m.) *Newport Pagnell* (Anchor; Swan), a town of 4238 inhab., 3¾ m. N.W. of which is the Elizabethan mansion of *Gayhurst*, the home of Sir Everard Digby (d. 1606) and birthplace of Sir Kenelm Digby (1603–65). Motor-cars ply between Newport Pagnell and (6 m.) *Olney* (p. 352).

Beyond (54¾ m.) *Castlethorpe* (2 m. N. is *Hanslope* church, with a superb tower) we enter *Northamptonshire* (p. 240). — From (59¾ m.) *Roade* or (63 m.) *Blisworth* (Railway Hotel) the trains for Northampton and the slower trains to the N. diverge by a loop-line running to Rugby viâ Northampton (see below), while the expresses proceed direct to Rugby without touching Northampton (see p. 242).

About 3½ m. S. of Roade station, on the edge of *Whittlewood Forest*, is *Grafton Regis*, where in 1464 Edward IV married Elizabeth Woodville, whom he had first met under the 'Queen's Oak' close by.

From Blisworth to Stratford-on-Avon, 38½ m., Stratford-upon-Avon & Midland Junction Railway in 1¼–2 hrs. (6/9, 3/2). — 4½ m. *Towcester* (Pomfret Arms; Talbot), an ancient town of 2349 inhab. on Watling Street. The church of St. Lawrence contains a fine altar-tomb (1448) and some chained black-letter books. The Pomfret Arms is the 'Saracen's Head' of the 'Pickwick Papers,' and Dean Swift was a frequent guest at the Talbot. From Towcester a branch-line runs to (16½ m.) *Banbury* (p. 329), passing (12 m.) *Helmdon*, which is 2½ m. S.E. of Sulgrave (p. 364). — 11¾ m. *Morton Pinkney*, 4 m. N. of Sulgrave, is a picturesque village near *Canons Ashby*, the 16th cent. seat of the Drydens. The church is a relic of an Augustinian priory. — 15¾ m. *Byfield* is the junction for (2 m.) *Woodford & Hinton*, on the main line of the G.C.R. (p. 364). — 22¾ m. *Fenny Compton*, on the G.W.R. main line (p. 329). — 29 m. *Kineton* (Red Lion; Swan). At *Edge Hill*, 3 m. S.E., the first battle of the Civil War was fought in 1642 between Charles I and the Earl of Essex, with indecisive results. The church adjoining *Compton Verney* (Lord Willoughby de Broke), 2 m. N. of Kineton, contains the tombs of the Verney family; *Compton Wynyates* (p. 323) lies c. 7½ m. S. of Kineton. — 38½ m. *Stratford-on-Avon* (p. 342).

65¾ m. **NORTHAMPTON** (pop. 90,064), the capital of its county, situated on the N. bank of the *Nene*, is a manufacturing town, which (in Fuller's words) "may be said to stand chiefly on other men's legs," as by far its chief industry is shoemaking. In spite of its antiquity, it is a modern-looking, cheerful, and well-built place, most of its old buildings having been destroyed in the fire of 1675.

Railway Stations. *Castle* (Rfmts.), Mare Fair, on the E. side of the town, the chief station of the L. & N.W.R.; *Bridge Street*, beyond the river, for the Peterborough line; *Midland* (Rfmts.), Guildhall Rd., in the centre of the town.

Hotels. Grand, Gold St.; Plough, Angel, both in Bridge St.; Peacock, Market Square; Ram, Sheep St.; Warner's, near the Castle Station, R. & B. from 5/.

Post Office, St. Giles's Street.

Cabs. One-horse for 1–2 pers. 1/ for 1 m., then 6*d.* per ½ m., each pers. extra 6*d.*; by time 1/ for ½ hr., then 6*d.* per ½ hr. Two-horse 1/6 for 1 m., then 9*d.* per ½ m., each pers. extra 6*d.*; by time 1/6 for ½ hr., then 6*d.* per ½ hr. — Electric Tramways traverse the principal streets.

Theatres. *Opera House*, Guildhall Road; *New Theatre & Hippodrome*, Abington St. — Boats for hire from W. Collins, Cow Meadow. — Bathing in the swimming pool, Midsummer Meadow.

History. The castle built at this ancient Saxon town soon after the Norman Conquest by Simon de Senlis became a favourite resort of the Norman and Angevin kings, and many great councils and parliaments were held here. It was the scene of the trial and condemnation of Thomas Becket in 1164, and Shakespeare laid the first scene of his 'King John' in the great hall. In 1460 one of the decisive battles of the Wars of the Roses was fought outside the town-walls, the Lancastrians

being defeated and Henry VI taken prisoner. Northampton sided with the Parliament during the Civil Wars, and one of the first acts of Charles II was to order its castle and walls to be razed.

From the *Castle Station*, which occupies the site of the vanished castle, Mare Fair leads towards the centre of the town. On the right is *St. Peter's, dating probably from about 1160, one of the finest specimens of a late-Norman parish church in the country. The chief features are the beautiful flat arch of the W. front and (in the interior) the massive W. tower-arch and the quaintly carved capitals of the nave-piers.

John Smith (d. 1742), the mezzotint engraver, is buried in the church, and Dr. Wm. Smith (d. 1839), the father of English geology, in the churchyard. — In Doddridge St., not far to the N., is the *Independent Chapel* where Dr. Doddridge ministered from 1729 to 1751.

Gold St. continues Mare Fair to the church of *All Saints*, rebuilt after the fire of 1675, with an Ionic portico in the centre of which is a statue of Charles II in a toga and a flowing wig. On the opposite side of George Row is the *County Hall*, a good specimen of late Renaissance, completed in 1682. The two courts have beautiful plaster ceilings. The Town Hall, in St. Giles's Square, is a florid building by E. W. Godwin (1864), enlarged in 1892. The exterior is adorned with sculptures and statues of English kings. The council chamber contains a statue by Chantrey of Spencer Perceval, prime minister, M.P. for Northampton (d. 1812). The borough records contain the names of no fewer than 599 mayors, a roll unrivalled by any other municipality. Among these names is that of Laurence Washington (p. 364; 1532 and 1545). Close by, in Guildhall Road, is the *Museum*, containing British and Anglo-Saxon antiquities from Hunsbury Hill (to the S.W. of the town), a fine geological collection, a section illustrating the history of footgear, and a collection of English pottery.

St. Giles's St. leads from the Town Hall to *St. Giles's Church*, a cruciform Perp. building with Norman portions, restored and enlarged in 1857. Robert Browne, founder of the separatist Puritan sect known as 'Brownists,' who died in Northampton Gaol in 1633, is buried here. — In Bridge St., leading S. from All Saints, is *St. John's Hospital*, a quaint Dec. building; the chapel (now Rom. Cath.) has a fine Perp. W. window and old glass in the E. window.

To the N. of All Saints is the *Market Square*, one of the most spacious in England (markets on Wed. and Sat.). From its N.W. corner Sheep St. leads to *St. Sepulchre's, one of the four round churches in England (comp. pp. 8, 535, 544). The round part, with its eight Norman pillars supporting pointed arches, dates from about 1100 and may have been built by the first Earl Simon de Senlis, who was a fervent Crusader; it resembles its prototype, the Church of the Holy Sepulchre at Jerusalem, more closely than the other English round churches, but there is no evidence that it was built, like them, by the Templars or Hospitallers. The font in the centre is modern. Inside the S. porch is a Saxon sundial. The rest of the striking interior is built in the various styles of Gothic.

Farther N., in Barrack Road, is the *Roman Catholic Cathedral*, designed by A. W. Pugin and opened in 1864, but still unfinished. — From the

S.E. corner of the Market Square Abington St. leads N.E. past the *Free Library* to the terracotta statue (by Tinworth) of Charles Bradlaugh (1833–91), M.P. for Northampton from 1880. Kettering Road diverges on the left for the *Racecourse*, now used as playing fields (118 acres), while Wellingborough Road leads straight on to the *County Cricket Ground* and *Abington Park*. In the park is the mansion known as Abington Abbey, the former residence of Lady Bernard, Shakespeare's granddaughter (d. 1670; p. 343), who was buried in Abington church.

On the London road, 1 m. S. of the town, is *Queen Eleanor's Cross*, one of the crosses erected on the spots where the body of Edward I's queen rested on its way from Harby to Westminster (comp. p. 381).

Excursions may be made from Northampton to *Althorp* (p. 241); to *Castle Ashby* and *Earls Barton* (see below); to *Sulgrave* and *Stratford-on-Avon* viâ *Blisworth* (p. 238); to *Olney* and *Bedford* (p. 352); etc.

The two following railway lines lie wholly in **Northamptonshire**, or **Northants**, which, as Fuller, a son of the soil (p. 241), points out, "bordereth upon more counties than any other in England, being nine in number." It is especially noted for the manufacture of boots and shoes (at Northampton, Kettering, Wellingborough, etc.), and, in reference to its large grazing farms and to the interesting and beautiful architecture of its churches, it has been called a land of 'squires and spires.' This is the county of the Spencers of Althorp, the Cecils of Burleigh, and the Comptons of Castle Ashby, and it is the native country of John Dryden.

From Northampton to Market Harborough, 18 m., L. & N.W.R. in ½–¾ hr. (2/9, 1/5½). — 6½ m. *Spratton* has a Trans. Norman church containing the effigy of Sir John Swinford (d. 1371), with the earliest known example of the SS. collar. — 7½ m. *Brixworth* (Coach & Horses), the *Church of which, built about 680 with the bricks from adjacent Roman buildings, is a highly interesting example of the Romanesque style. Three distinct periods of pre-Norman architecture can be traced. The kennels of the famous Pytchley Hunt are at Brixworth. — 18 m. *Market Harborough* (p. 355).

From Northampton to Peterborough, 43¼ m., L. & N.W.R. in 1½–1¾ hr. (6/10, 3/6½). This line follows the course of the *Nene* and affords access to an extraordinary number of interesting churches, culminating in Peterborough Cathedral. — 5 m. *Billing*. The church of *Little Billing*, 1 m. N.W., has a remarkable Saxon font. — 8 m. *Castle Ashby & Earls Barton*. To the N. of the station is (1½ m.) the church of *Earls Barton*, with its famous Romanesque *West Tower, "by far the most noteworthy architectural monument of the Saxon period" (Prof. Baldwin Brown), dating from the late 10th century. *Ecton*, 2 m. W. of the church, was the home of the Franklin family for many generations, whence Benjamin Franklin's father emigrated to New England in 1682. His uncle, Thomas Franklin, is buried in the churchyard. To the S. of the station is (2 m.) *Castle Ashby* (Marquis of Northampton), an Elizabethan mansion with additions by Inigo Jones and a 'lettered' balustrade. The gardens were open on Wed. and Sat. before the War. The church of St. Mary Magdalen contains interesting monuments. To the S. extends *Yardley Chase* (p. 353). *Whiston*, 1½ m. S.W. of the station, is an admirable specimen of late-Perp. work (1534). — 11 m. Wellingborough (p. 353) has another station, 1¾ m. distaut, on the main line of the M.R. — 16½ m. *Irthlingborough*, ½ m. N. of the station, beyond a beautiful 13th cent. bridge, has an interesting detached bell-tower, crowned with an octagon (14th cent.). *Higham Ferrers* (p. 353) is 1 m. S. of the station, and 1½ m. N.E. is *Stanwick*, with an exquisite octagonal church-tower and spire (13th cent.). — 22 m. *Thrapston* (White Hart, pens. 8/6), with a grain-market, has another station on the M.R. from Kettering to Cambridge (p. 353). Across the Nene is the quaint village of *Islip*, with a beautiful Perp. church, containing a tablet to the wife of Sir John Washington (d. 1624) and a chancel-screen presented by descendants of Mathias Nicoll (Mayor of New York in 1671). About 1½ m. farther N. is *Lowick*, the Perp. church of which has a remarkable octagonal lantern on the W. tower, fine 14th cent. monuments, and stained glass of the Dec. period. About 1 m. S.W. of Lowick is **Drayton House*, the beautiful seat of Mr. S. G. Stopford Sackville, built in the reigns of Edward III, Elizabeth, and William III, and famous for its old china and furniture, much of which was collected by Lady Betty Germain ("not a rag in it under forty,

fifty, or a thousand years old," says Horace Walpole). The gardens are shown on the last two Sun. in July and the first two in Aug., the house on previous application only. — 24¾ m. *Thorpe*. At *Aldwinkle*, 1½ m. W., were born Thos. Fuller, the church historian (1608–61; in the rectory of St. Peter's), and John Dryden (1631–1700; in the rectory of All Saints). — 28 m. *Barnwell* has the picturesque ruins of a 13th cent. castle. — 30½ m. **Oundle** (*Talbot*) is a charming little town, with a well-known public school and an imposing church. The front of the Talbot Inn was built with materials from Fotheringhay Castle (see below), whence came also the old oak staircase within. About 5 m. S.W. are the uninhabited 'Old Building' and the ruined 'New Building' at *Lyveden*, built by Sir Thos. Tresham in the reign of James I, the latter adorned with 'Popish' sculptures and inscriptions (comp. p. 354). *Brigstock* (Three Cocks), 2 m. farther W., in the centre of *Rockingham Forest* (p. 243), has an interesting church, mainly of pre-Norman date, and the kennels of the Woodland Pytchley hounds. The remarkable E.E. church of *Warmington*, 2 m. N.E. of Oundle, retains its original roof, groined in wood. — 34½ m. *Elton*, 1½ m. S.W. of which is *Fotheringhay*, the scene of the trial and execution of Mary, Queen of Scots, in 1587. Of the royal castle, where Richard III was born in 1452, the only traces are the mound of the great keep and a single block of masonry. The dignified Perp. church, with a massive tower, lacks the choir of the original building (1415); it contains two mural tablets erected by Queen Elizabeth in memory of Yorkist princes buried here. — At (37 m.) *Wansford* we are joined by the line from Rugby and Leicester (see p. 243). A branch of the G.N.R. runs hence to (8½ m.) *Stamford* (p. 390), passing (5 m.) *Barnack*, the remarkable *Church of which has a Saxon tower (c. 1000) and a beautiful E.E. porch and font. — 38½ m. *Castor*, on the site of an important Roman station, which has yielded interesting finds (especially pottery), has a beautiful late-Norman church (1124), with a richly decorated central tower. Milton Park (p. 390) is 1½ m. N.E. — 43½ m. *Peterborough* (G.E. station), see p. 388.

From Northampton (Midland station) to *Bedford*, see p. 352.

From Northampton to Rugby, 19 m., L. & N.W.R. in 25–40 min. (3/4, 1/7). This is the continuation of the loop line from Blisworth, followed by the slower trains from Euston to the N. (comp. p. 238). — 6 m. *Althorp Park* lies ½ m. N. of **Althorp Park**, the 17th cent. seat of Earl Spencer, which contains a large and famous *Collection of Pictures, mostly portraits, shown on Tues. and Fri., 2–5 p.m., by permission to be obtained from the house steward. On week-days the public are allowed to drive through the park (600 acres), which contains an interesting Jacobean falconry. The famous Althorp library is now at Manchester (p. 232).

The numerous portraits by *Van Dyck* (Earl of Bristol; Rubens), *Kneller* (Duchess of Marlborough, four portraits), *Lely* (Algernon Sydney; Nell Gwynne; Duchess of Portsmouth), and *Reynolds* (Georgiana, Duchess of Devonshire) deserve special attention. Also: *S. Anguisciola*, Portrait of herself; *Ph. de Champaigne*, Robert Arnauld d'Andilly; *Joost van Cleef*, Portrait of himself; *A. Cuyp*, A calm; *Gainsborough*, Georgiana, Duchess of Devonshire; *Lucas de Heere*, Lady Jane Grey; *Holbein*, Henry VIII; *Fr. Janet*, Francis II of France; *Corn. Janssens*, Sir Kenelm Digby; *Sir Ant. More*, Philip II of Spain; *Murillo*, Portrait of himself; *Bern. van Orley*, Anne of Cleves; *Raphael*, Murder of the Innocents (fragment of a cartoon), Holy Family (copy); *Rembrandt*, The artist's mother, Portrait of himself; *Rubens*, Thank-offering of David, Infante Don Ferdinaud, Portrait of Van Dyck; *David Teniers the Younger*, Death of Leander; *P. del Vaga*, Card. Pole; *Robt. Walker*, Cromwell.

On the W. side of the park (1½ m. from the station) is the church of **Great Brington**, which contains the *Tombs of the Spencers (from 1522 onwards), but is perhaps even more interesting as the burial-place of the Washington brothers who removed from Sulgrave (p. 364) to a house still standing at *Little Brington*, 1 m. S. A stone slab in the chancel floor covers the grave of Laurence Washington (d. 1616), "sonne and heire of Robert Washington of Soulgrave" and ancestor of George

Washington; and brasses in the central passage of the nave commemorate Robert Washington (d. 1622) and his wife. — About 1½ m. N.E. of the station is the Elizabethan manor-house of *Holdenby* or *Holmby*, the birthplace of Sir Christopher Hatton (1540–91), where Charles I was kept in the custody of the Parliament for four months in 1647.

At (19 m.) *Rugby* (see below) we rejoin the main line.

Beyond Blisworth (p. 238) the main line of the L. & N.W.R. follows the Grand Junction Canal. — 69½ m. *Weedon* (Globe), headquarters of the Royal Army Ordnance Corps.

The churches of *Stowe Nine Churches* (Saxon tower), 2 m. S., and *Dodford*, 1½ m. W., are noted for their monuments.

From Weedon to Warwick, 23 m., L. & N.W.R. in 1–1¼ hr. (4/4, 1/11½). — 4 m. *Daventry* (pron. 'Danetree'; Wheatsheaf, Peacock), an ancient town (3516 inhab.), where Charles I spent the week before Naseby (p. 243). Fine view from the Borough Hill (658 ft.). — Beyond (7½ m.) *Braunston* we enter *Warwickshire* (p. 325) and cross the G.C.R. (p. 364), and beyond (15½ m.) *Southam* (Craven Arms), a small market town 1½ m. S. of the station, we join the line from Rugby (see below). — 22¾ m. *Leamington* (p. 337). — 23 m. *Warwick*, see p. 339.

The line now follows Watling Street as far as (75½ m.) *Welton*. About 2 m. W. of this is *Ashby St. Ledgers*, the Tudor manor-house of Robert Catesby and the meeting-place of the Gunpowder Plot conspirators. The village church is unspoilt by restoration. Beyond the Kilsby Tunnel (1¾ m. long) we enter *Warwickshire* (p. 325).

82¾ m. **Rugby** (*Rfmts.*; *Royal George*; *Horseshoes*; *Bull*; *Grant*; *Eagle*, temperance), a town of 21,758 inhab., 1 m. S. of the L. & N.W.R. station (the 'Mugby Junction' of Charles Dickens) and 1 m. W. of the G.C.R. station. It has important engineering works and is a noted hunting centre, but it owes its fame to Rugby School, one of the leading public schools of England (about 580 boys), which was founded in 1567 by the bequest of Laurence Sheriff, a member of the Grocers' Company, though the present school-buildings date only from the 19th century. Matthew Arnold's poem 'Rugby Chapel' (1857) refers to the predecessor of the present *Chapel* (by Butterfield; 1872), which has monuments to Dean Stanley (1815–81) and Dr. Arnold (1795–1842) and stained glass from Aerschot. Opposite the *Temple Reading Room and Art Museum* is a statue, by Brock, of Thomas Hughes (1822–96), author of 'Tom Brown's School Days.'

On the 'Doctor's Wall' is an interesting tablet commemorating "the exploit of William Webb Ellis, who, with a fine disregard for the Rules of Football as played in his time, first took the ball in his arms and ran with it, thus originating the distinctive feature of the Rugby Game. A.D. 1823."

The school first attained eminence under the famous headmastership (1828–42) of Dr. Thomas Arnold, who revolutionized the whole system of public school teaching. Famous 'Rugbeians' include Sir Richard Temple, Walter Savage Landor, Dean Stanley, Matthew Arnold, Thomas Hughes, Viscount Goschen, C. L. Dodgson ('Lewis Carroll'), Arthur Hugh Clough, and Rupert Brooke.

Bilton Hall (now a school), 2 m. S.W. of Rugby, was the residence of Joseph Addison from 1711 till his death in 1719 at Holland House in London. — *Hillmorton* church, 2¼ m. S.E., contains fine 14th cent. effigies.

A branch of the L. & N.W.R. runs S.W. from Rugby to (14¾ m.) *Leamington* (p. 337) and (15¾ m.) *Warwick* (p. 339).

From Rugby to Peterborough, 50¾ m., L. & N.W.R. in 1½–2 hrs. (8/, 4/2½). — The line at first follows the course of the infant *Avon*, which here divides Northamptonshire from Leicestershire. — 5½ m. *Yelvertoft & Stanford Park.* *Stanford* church (early 14th cent.) contains much fine old glass and some good 16–17th cent. monuments. The organ, brought hither from Magdalen College, Oxford, came originally from Whitehall Palace. — 9¼ m. *Welford*, 2½ m. S. of the station, is 2 m. W. of the battlefield of *Naseby*, where Charles I and Prince Rupert were decisively defeated by Fairfax in 1645. — Beyond (12½ m.) *Theddingworth* we follow the course of the *Welland*. — 17¾ m. **Market Harborough**, on the main line of the M.R. (p. 355). — 27½ m. *Rockingham* (Sondes Arms), a charming village 1 m. S., has a fine old castle, once a favourite resort of the Plantagenet kings but largely rebuilt in the Elizabethan period. The keep is Norman, the massive entrance-gateway and the walls of the great hall Edwardian. Visitors are admitted to the beautiful grounds on application to the gardener (6*d.*). To the S. and E. of Rockingham extends the vast *Rockingham Forest*, once a royal deer-forest but now largely reclaimed.

31¼ m. *Seaton*, 1 m. from *Harringworth* (M.R. ; p. 354), is the junction for (9¾ m.) *Stamford* (p. 390) and for (3½ m.) **Uppingham** (2573 inhab.; *Falcon*). Uppingham School, founded in 1587, attained its present position as one of the leading public schools of England (over 400 boys) under Dr. Edward Thring (1853–87). About 2 m. E. of Seaton is *Liddington*, with an interesting church (p. xlvii), and 1¼ m. farther on is *Stoke Dry*, in the church of which are monuments of the Dighys.

38½ m. *King's Cliffe*. About 5 m. S.W. is *Deene Park*, the beautiful Tudor seat of the late Countess of Cardigan ; the church contains the memorial of the 7th Earl of Cardigan (d. 1868), leader of the Charge of the Light Brigade at Balaclava. About 2 m. S.E. of King's Cliffe is *Apethorpe Park*, built in part by Sir Walter Mildmay (d. 1589), founder of Emmanuel College, Cambridge. — At (44¼ m.) *Wansford* we join the line from Northampton (p 241). — 50¾ m. *Peterborough*, see p. 388.

From Rugby to *Coventry* and *Birmingham*, see Rte. 44A ; to *Leicester* (M.R.), see p. 358.

88 m. *Brinklow* is the station for (2 m. N.E.) *Monks Kirby* and (1 m. farther) *Newnham Paddox* (p. 365).

97¼ m. **Nuneaton** (*Rfm's.* ; *Bull* ; *Newdegate Arms*), a thriving town (37,073 inhab.), with manufactures of woollen goods, ribbons, and hats, has another station (1¼ m. distant) on the M.R. *St. Mary's*, once an important nunnery-church, retains Norman piers and carving and interesting encaustic tiles. *St. Nicholas's* is a handsome E.E. and Perp. church.

The line from Nuneaton to *Coventry* (10 m.) traverses the 'George Eliot Country' (see p. 327). Nuneaton, which now includes Chilvers Coton ('Shepperton') and Stockingford ('Paddiford'), is itself the 'Milby' of 'Janet's Repentance'; and Lawyer Dempster's house is pointed out in Church St. (the 'Orchard St.' of the story). The centenary of George Eliot's birth was celebrated at Nuneaton in 1919.

Michael Drayton (1563–1631), the poet, was born at *Hartshill*, 2 m. N.W., and Robert Burton (1577–1640), author of the 'Anatomy of Melancholy,' at *Lindley Hall*, 2 m. N., just beyond the straight Watling St., which here divides Warwickshire from Leicestershire.

From Nuneaton to Burton, 25¼ m., L. & N.W. and M.R. in ¾–1 hr. (3/9, 2/1½). — 4 m. *Stoke Golding* has an early Dec. *Church, remarkable for the beauty of its detail. — 8 m. *Market Bosworth*. Dr. Johnson was usher at the grammar school of this tiny old town. At *Bosworth Field*, 2 m. S., Richard III was defeated and slain by the Earl of Richmond in 1485. — 10½ m. *Shackerstone*, whence diverges the Charnwood Forest branch to (16¼ m.) *Loughborough* (see p. 358). — At (18½ m.) *Moira* trains diverge for (2¾ m.) *Ashby* (p. 358). — 25¼ m. *Burton-on-Trent* (p. 336).

From Nuneaton to *Leicester* and to *Birmingham*, see p. 358.

102¼ m. *Atherstone* (Old Red Lion), an old market town situated on Watling Street. The remains of the Cistercian *Merevale Abbey*, 1 m. W., include the interesting 13–14th cent. 'Capella extra portam,' now the parish church.

110 m. **Tamworth** (*Castle*; *Peel Arms*), an ancient town (7738 inhab.) on the *Tame*, the boundary between Warwickshire and Staffordshire (see below), was, in Saxon times, one of the most important places in the Midlands. The castle-mound was perhaps raised in 913 by Ethelfleda, daughter of Alfred the Great, and at the millenary celebration in 1913 a monument with statues of Ethelfleda and her nephew Athelstan was unveiled here. The fine old *Castle* itself, now largely Jacobean, passed at the Conquest into the hands of the ancestor of the Marmion family (p. 523). It now belongs to the Corporation and is used as a museum. The *Church*, dedicated to St. Editha, daughter of King Edgar, has a tower with a double spiral staircase and contains interesting monuments and stained glass by Burne-Jones and Ford Madox Brown. In the market-place is a statue of Sir Robert Peel (1788–1850), who lived at *Drayton Manor* (2¼ m. S.W.) and is buried at *Drayton Bassett*. The *Town Hall* (1701) and *Almshouses* (1678–93) were built by Thomas Guy, founder of Guy's Hospital. Just N. of the town are the ruins of the *Spital Chapel*. — Tamworth is a station also on the M.R. from Birmingham to Derby (p. 336).

Staffordshire, or **Staffs**, rich in coal and other minerals, is pre-eminently an industrial county, with the *Black Country* (p. 224) in the S. and *The Potteries* (p. 249) in the N. But it contains also some picturesque scenery. Between Lichfield and Stafford stretches *Cannock Chase* (p. 247); and in the N.W. is the attractive 'Moorlands' region (p. 376), adjoining and resembling the Derbyshire Peak district. Staffordshire is the county of Dr. Johnson and Izaak Walton; one side of Dovedale belongs to it.

116½ m. **LICHFIELD,** notable for its cathedral and its associations with Dr. Johnson, is a peaceful old place (pop. 8616), whose inhabitants were described by Johnson as "the most sober, decent people in England—the genteelest in proportion to their wealth, and speaking the purest English." Its sole industries are brewing and market-gardening.

Railway Stations. *Trent Valley*, on the main line, 1 m. from the city; *City Station*, on the S., for Derby, Birmingham, etc.

Hotels (both in Bird St.). George, scene of Farquhar's 'Beaux' Stratagem'; Swan, R. 4, where Johnson and the Thrales put up in 1774.

Post Office, Bird St.

From the main line station Church St. and Tamworth St. lead direct to the market-place. In the former is (left) *St. Michael's Church*, containing the tomb of Johnson's father, mother, and brother, with a Latin inscription by him; the latter passes (left) *Redcourt*, built by Lucy Porter, Johnson's step-daughter. In the market-place are statues of *Johnson*, by R. C. Lucas (1838), and *Boswell*, by Percy Fitzgerald (1908).

Dr. Johnson's Birthplace, at the corner of Market St., is now fitted up as a Johnson Museum (adm. 3*d*.), with some interesting personal relics. Dr. Johnson (1709–84) was born in the room over his father's bookshop, and his baptism is recorded in the register of *St. Mary's Church*. At the quaint *Three Crowns Inn*, next door to the birthplace, Johnson and Boswell stayed in 1776. The Johnson Society sups here

annually on Johnson's birthday (Sept. 18th). The next house was the birthplace of Elias Ashmole (1617–92 ; tablet).

In Dam St., the shortest route from the market-place to the cathedral, tablets mark the sites of the dame school attended by Johnson and the house where Lord Brooke was killed during the siege of the close (see below), by a bullet fired from the cathedral tower by the deaf-and-dumb son of Sir Richard Dyott. — Bore St., with the *Guildhall* and a timbered Elizabethan house, leads to St. John St., in which, opposite the quaint *St. John's Hospital*, built in 1495 by Bp. Wm. Smyth, founder of Brasenose College (p. 314), is the old *Grammar School* where Ashmole, Addison, Johnson, and Garrick were pupils. The present school is at *Borrowcop Hill*, ½ m. S.E. of the city.

The best way from the market-place to the cathedral is by Market St. and Bird St., which we follow to the right. Farther on, in Beacon St., is the *Library and Museum*, near which rises a statue of Capt. Smith, of the 'Titanic' (comp. p. 60). The adjoining *Probate Registry* occupies the site of the early home of David Garrick (1717–79 ; tablet). Farther on, to the right, is the house where Erasmus Darwin (p. 246) lived from 1756 to 1781 (tablet). We approach the cathedral from Beacon St. by the W. gate of the picturesque close, which commands a splendid view of the W. front.

The ***Cathedral,** dedicated to St. Mary and St. Chad, one of the smaller English cathedrals (comp. p. xlix) but one of the most beautiful, is built of the local red sandstone, to which it owes much of its picturesqueness. Apart from modern restorations it is an E.E. and Dec. edifice of the 13th and 14th cent., and it is the only church in England with three **Spires* (the 'Ladies of the Vale'). The central spire is a restoration (very uncertainly ascribed to Sir Christopher Wren) in the style of the older W. spires. The **West Front*, a richly decorated screen of carving with a single large window, is almost entirely a modern, though careful, reproduction of the original, begun c. 1275 but not finished until after 1330 ; of its 113 statues all but 5 (in the top row of the N.W. tower) are modern. The rest of the exterior is likewise mainly modern work. The cathedral is open free, daily. Services on week-days at 8, 10 (10.30 in winter), & 4, on Sun. at 8, 10.30, & 4.

History. The bishopric of Mercia was transferred from Repton to Lichfield by St. Chad (669–672), who, however, built his church at Stowe (p. 247). The first church on the site of the present cathedral was erected by Bp. Hedda (691–721), but there are no visible remains of this or of the 12th cent. Norman church that succeeded it. The earliest parts of the present cathedral are the three W. bays of the choir and the sacristy, dated by Prof. Willis at c. 1200. These, like the transepts and chapter-house (1220–50), are E.E., while the nave (1280) is early Dec. and the Lady Chapel (1320) and presbytery (1335) are in the full Dec. style. In 1643 the fortified close, garrisoned by the Royalists, was captured by the Parliamentarians under Lord Brooke (see above), after a three days' siege. It was again besieged in 1646, when the central spire was demolished and much damage was wrought in the interior. After the Restoration the work of reparation was undertaken by Bp. John Hacket (1661–69), who introduced many Perp. features. Lichfield did not escape the disastrous hand of Wyatt, but a thorough restoration was begun in 1856 under Sir Gilbert Scott and continued by his son, John Oldrid Scott, to which the present modern aspect of the building is mainly due.

The interior is long in proportion to its width (comp. p. xlix). The general effect is one of grace and unity, and the

eye is carried along the unbroken vista of arches up to the famous stained glass in the Lady Chapel. The NAVE, built in the transitional period between E.E. and Dec., is richly ornamented. The finely carved capitals and all the stone bosses in the roof are unrestored work, though Wyatt substituted a wood and plaster groining for most of the original roof. The beautiful triforium, with dog-tooth moulding, is unusually large, and the clerestory windows are of a somewhat rare design. In the N. aisle are tablets to Anna Seward (d. 1809), the 'Swan of Lichfield,' with lines by Sir Walter Scott, and to Lady Mary Wortley Montagu (d. 1762). In the S. aisle are the monument of Dean Addison (d. 1703; W. end), father of the essayist, and two strange semi-effigies, said to represent canons. — The TRANSEPTS are earlier than the nave (c. 1220–40), but the stone-vaulted roofs date from the Perp. period and are lower than the original roofs (the fine rose-window in the S. gable is thus invisible from the interior). The windows are either Perp. (Restoration period) or E.E. (modern). In the N. transept is the skeleton-monument of Dean Heywood (d. 1492). In the S. transept are memorial busts, by Westmacott, of Johnson and Garrick (both buried in Westminster Abbey), and the fine monument of Admiral Sir Wm. Parker (d. 1866), the last survivor of Nelson's captains. The window above contains some of the Herkenrode glass (p. 247). — The first three bays of the CHOIR (which has a deflection of 10° to the N. of the line of the nave) are the oldest part of the cathedral (E.E.). The place of the triforium is here taken by high arcaded window-sills, with a passage through the piers. The tracery is of the Restoration period, with the exception of the fine Dec. window on the S. side. The canopied statues and angels on the piers are modern, as are nearly all the fittings of the cathedral, including the elaborate metal choir-screen by Skidmore, the reredos by Scott, and the stalls by Samuel Evans (a cousin of George Eliot and the original of 'Seth Bede'). In the S. aisle is the charming 'minstrel gallery' (early 15th cent.), probably intended for the exhibition of St. Chad's head. This aisle contains the Jacobean tomb of Bp. Hacket (p. 245); a medallion to Erasmus Darwin (1731–1802), the grandfather of Charles Darwin and author of 'The Loves of the Plants'; the effigies of Bp. Hugh de Patteshull (d. 1242) and Bp. Walter de Langton (d. 1321); the curious effigy, naked to the waist, of a Sir John Stanley, who submitted to a public scourging as a penance; and, at the E. end, the *'Sleeping Children,' by Chantrey (1817), one of his earliest and finest works. The window above contains old Flemish glass representing the Trinity. In the adjoining piscina is a 14th cent. fresco of the Crucifixion. The minstrel gallery forms the entrance to the SACRISTY, built at the same time as the E.E. choir, and now used as the consistory court, with Restoration stalls and Perp. tracery. The upper story is the chapel of St. Chad's Head (restored). — The *LADY CHAPEL, a beautiful

example of the Dec. style, has nine lofty windows resting on an arcade and a polygonal apse. In the seven eastmost windows is the famous *Herkenrode Glass (c. 1530–40; purchased in 1802 for £200), from the Cistercian abbey of Herkenrode, near Liége. The other two windows have old glass of the same period. On the S. side of the Lady Chapel are three small mortuary chapels, in one of which is the tomb of Bp. Selwyn (d. 1878) of New Zealand and afterwards of Lichfield. — At the E. end of the N. choir-aisle is the monument of Bp. Ryder (d. 1836), one of Chantrey's last works, beneath a window with old Flemish glass (St. Christopher). The effigy of Bp. Lonsdale (d. 1867), in this aisle, is by G. F. Watts. — The decagonal *CHAPTER HOUSE and its vestibule, with beautiful arcading and wonderfully undercut capitals, corbels, and bosses, were erected late in the E.E. period (c. 1250). The thirteen niches in the vestibule are popularly supposed to have been used for the washing of feet on Maundy Thursday. In the upper story of the chapter house is the LIBRARY, in a simpler style; among its treasures are the Gospels of St. Chad (Irish; end of 7th cent.), a fine MS. of the Canterbury Tales, many rare Bibles, and a copy of South's Sermons (1694) used by Johnson in the compilation of his dictionary.

In the cathedral close are the *Theological College* and the *Bishop's Palace* (1687), for over fifty years the home of Anna Seward (p. 246). She was visited here by the beautiful Honora Sneyd, who was wooed by Major John André but became the wife of Dr. Edgeworth. One of the finest views of the cathedral is that from the other side of the *Minster Pool*.

A pleasant walk may be taken from Dam St. to (1 m.) *Stowe*. On the way we pass *Stowe Pool*, by the side of which grows the successor of *Johnson's Willow*, while at the end is *St. Chad's Church*, on the site of the church built by St. Chad (p. 245). The S. doorway (E.E.), the E. window (Dec.), and the font (1475) should be noticed. Within are buried Lucy Porter and Catharine Chambers, the servaut of Johnson's parents. Adjoining is *St. Chad's Well*. Farther on are *Stowe House*, the home of Molly Aston, and *Stowe Hill*, the residence successively of her sister Mrs. Gastrell, Thomas Day (author of 'Sandford and Merton'), and Richard Lovell Edgeworth, father of Maria Edgeworth.

At *Ediai Hall*, ¾ m. S. of the city, Johnson made an unsuccessful attempt to establish a school; one of his three pupils was David Garrick.

From Lichfield to *Walsall* and to *Derby*, see p. 361; to *Birmingham*, see p. 336.

At (121 m.) *Armitage* we enter the picturesque valley of the *Trent*. — 124¼ m. *Rugeley* (Shrewsbury Arms), a pleasant little town (4504 inhab.) on the opposite bank, with an interesting old church, was the scene of the wholesale poisonings of William Palmer (executed 1856).

About 3 m. S. is *Beau Desert*, the Tudor mansion of the Marquis of Anglesey (no adm.). — A pleasant excursion may be made from Rugeley to *Needwood Forest*, an extensive tract of oaks and hollies, lying beyond (4½ m. N.E.) *Abbot's Bromley*, which is noted for its curious 'Horn Dance,' held on the first Mon. after Sept. 4th. About 2 m. E. of Abbot's Bromley is *Hoar Cross*, with a beautiful Gothic church by G. F. Bodley, built by Mrs. Meynell Ingram in 1872.

FROM RUGELEY TO WALSALL, 15¼ m., L. & N.W.R. in ¾ hr. (2/6, 1/2). This line intersects Cannock Chase, stretching between Lichfield and Stafford, once the hunting-forest of the Mercian kings, now noted for its coal and iron mines. There are still, however, about 25 sq. m. of delightful moorland. — 1¼ m. *Rugeley* (Town Station); 7¼ m. *Cannock* (Crown); 8¾ m. *Wyrley*. — 15¼ m. *Walsall* (p. 336).

127¼ m. *Colwich*, in a picturesque district. On the S., beyond the Trent, is *Wolseley Hall*, the seat of the Wolseley family since before the Conquest. Field-Marshal Lord Wolseley (1833–1913) was descended from a junior branch of this family.

A branch-line of the N. Staffordshire Ry. (used by some of the expresses from Euston to Manchester viâ Stoke and Macclesfield; comp. p. 250) runs hence to (11¾ m.) *Stone Junction* (p. 249) and (16½ m.) *Stoke-on-Trent* (p. 249), passing (1¼ m.) *Great Haywood*, with the picturesque *Essex Bridge* over the Trent, and (6¾ m.) *Sandon*, the station for *Sandon Hall*, the Jacobean seat of the Earl of Harrowby, with charming grounds (open on application at the estate office at *Weston*, p. 359). In the church is the extraordinary monument of Sampson Erdeswicke (d. 1603).

The railway now crosses the park of *Shugborough* (Earl of Lichfield), birthplace of Adm. Lord Anson (1697–1762).

133½ m. **Stafford** (*Rfmts.*; *North-Western*; *Swan*; *Vine*), the ancient county town (23,383 inhab.) of Staffordshire, situated on the *Sow*, was the birthplace of Izaak Walton (1593–1683) and contains some interesting old houses. Its staple industry is boot-making, whence Sheridan's famous toast: "May the trade of Stafford be trod under foot by all the world." *St. Mary's*, the large and handsome parish church, with a central tower, an E.E. nave, and Dec. transepts, contains a bust of Izaak Walton, who was baptized in the remarkable Norman font. *St. Chad's*, reached by a passage from Greengate St., a noteworthy Norman church, largely rebuilt by Scott, has another curious font. The chancel-arch is richly decorated with five orders of moulding. In Greengate St. are a number of fine old buildings, including the half-timbered **High House* (1555), where Charles I and Prince Rupert were lodged in 1642; the *Swan Hotel*, at which George Borrow was ostler in 1825; and the *Post Office* (formerly *Chetwynd House*, occupied by the Duke of Cumberland in 1745 and by R. B. Sheridan, M.P. for Stafford in 1780–1806). In this street are also the *Royal Brine Baths*. The *William Salt Library*, 19 Eastgate, is a valuable collection of books and MSS. relating to Staffordshire.

Stafford Castle (adm. 3*d*.), 1¼ m. S.W. of the station, is a pseudo-antique and uncompleted structure erected on the foundations of a castle built in 1349 and destroyed by the Parliamentarians in 1643. Fine view from the towers.

From Stafford to Derby, 33¾ m., G.N.R. in 1¼–1½ hr. (5/, 2/9½). Beyond (4¾ m.) *Salt* we cross *Hopton Heath*, where the Parliamentarians in 1643 fought an indecisive eugagement with the Earl of Northampton, who fell on the battlefield. — 6¼ m. *Ingestre*, 2 m. S. of which is the Jacobean seat of the Earl of Shrewsbury, largely rebuilt after a fire in 1882 (no adm.). — 8 m. *Chartley*. About ¾ m. N.E. are the ruined *Chartley Castle* (13th cent.; apply at the Hall) and *Chartley Hall* (adm. in the absence of the family), the successor of the moated mansion in which Mary, Queen of Scots, was confined for eight months in 1586, immediately before the final scenes at Fotheringhay (p. 241). The last of the famous wild white cattle that roamed the park since the 13th cent. were removed in 1905. — 15¼ m. Uttoxeter and thence to *Derby*, to *Crewe*, or to *Macclesfield*, see p. 362.

From Stafford to Shrewsbury, 29½m., L. & N.W.R. and G.W.R. in ¾–1½ hr. (5/2, 2/5½). We enter *Shropshire* (p. 268) about a mile short of (11½ m.) *Newport*, 1 m. N.W. of which is *Aqualate Hall* (no adm.), with *Aqualate Mere*, the largest lake in Staffordshire. Near Lilleshall House (Sir John Leigh), 3 m. S., are the beautiful remains of *Lilleshall Abbey*, founded in 1145 for Augustinian canons (apply at one of the adjoining houses). — 18¾ m. *Wellington*, and thence to (29½ m.) *Shrewsbury*, see pp. 226, 227.

From Stafford to Macclesfield, 36 m., North Staffordshire Railway in 1–1¾ hr. (6/2, 2/11½). This line traverses the N. Staffordshire coal-field and **The Potteries**, a smoky industrial district, about 10 m. long and 2–3 m. broad, devoted to the manufacture of pottery of every description, from the most artistic to the most utilitarian, together with a vast number of ancillary trades. The Potteries now consist of six large towns (Hanley, Burslem, Stoke, Longton, Tunstall, and Fenton) besides several smaller ones, all united in 1910 into the county borough of *Stoke-on-Trent*, with an aggregate population of 234,534. Rough brown pottery was made at Burslem before the end of the 16th cent., but the industry received its first great impetus from the introduction of purer clays from Devon and Cornwall in 1715. *Josiah Wedgwood* (1730–95) established a factory at Etruria (see below), and, in the words of his epitaph at Stoke, "converted a rude and inconsiderable manufactory into an elegant art and an important part of national commerce." Other famous names of the late 18th cent. are those of *John Davenport* of Longport and *Thomas Minton* and the *Spodes* at Stoke. With the exception of coal, practically all the requirements of the trade are brought from elsewhere: china clay from Cornwall, ball clay from Dorset, flints from Norfolk and Normandy, feldspar from Derbyshire and Norway, bones from S. America. Visitors are usually admitted on application to see the various processes of manufacture at any of the 'pot-banks' of the district. The sturdy and intelligent character of the music-loving inhabitants of the 'Five Towns' is vividly described in the novels and stories of Mr. Arnold Bennett.

We diverge from the main line to Crewe at (5¼ m.) *Norton Bridge* (p. 250), and at (9¼ m.) *Stone* (Crown), a shoemaking town of 5688 inhab., we are joined by the line from Colwich (p. 248). In Stone churchyard is buried the Earl of St. Vincent (d. 1823). — 13¼ m. *Trentham*, 1 m. W. of which was Trentham Hall, a palatial building by Sir Charles Barry (1840), abandoned as a residence by its owner, the Duke of Sutherland, owing to the smells from the polluted Trent, and recently pulled down. The park and gardens are now public.

16 m. **Stoke-on-Trent** (*Rfmts.*; *North Stafford Hotel*; *Wheatsheaf*; American consul, *Robert S. S. Bergh*), with 36,218 inhab., is the chief railway centre of the Potteries. It has some handsome public buildings, including the Central School of Science & Technology (1914), the Minton Memorial Building (1858), the Public Library & Museum, with a fine collection of pottery, the Town Hall (1836), and the North Staffordshire Infirmary (1911). *St. Peter's*, a good specimen of modern E.E. (1839), contains memorials to Josiah Wedgwood (d. 1795), with a medallion by Flaxman, the two Josiah Spodes (d. 1827 and 1839), and Thos. Minton (d. 1836). Stoke is connected by tramway and rail with *Hanley*, *Burslem*, and *Tunstall*, on the N., and with *Fenton* and *Longton* on the S. **Hanley** (*Rfmts.*; *Grand Hotel*), a modern place with 66,255 inhab., is the most populous of all the 'Five Towns.' Good concerts are given at the Victoria Hall. At **Burslem**, the 'Mother of the Potteries' and the birthplace of Josiah Wedgwood, is the Wedgwood Institute, built by Edgar in 1869 and adorned with porcelain friezes; it contains a library, a school of science and art (where Sir Oliver Lodge and Mr. Arnold Bennett were students), and a museum, including a fine collection of Staffordshire ware. The Victoria Institute at *Tunstall* has an interesting collection of early Staffordshire pottery.

From Stoke to *Crewe* and to *Derby*, see p. 362. Other lines run N.E. to (12¼ m.) *Leek* (p. 362) viâ (4¾ m.) *Milton*, near which are the scanty remains of *Hulton Abbey*; and S.W. to (17¼ m.) *Market Drayton* (p. 227), viâ (2 m.) *Newcastle-under-Lyme* (Castle), a quaint old town with 20,201 inhab., whence the Duke of Newcastle derives his title.

17 m. *Etruria*, founded in 1769 by Josiah Wedgwood, was named by him under the erroneous impression that the classical vases which he copied came from Etruria. His residence, Etruria Hall, is now used as the offices of an iron company, but his pottery works are still carried on by his descendants. The Wedgwood Museum (1906) contains about 10,000 of Josiah Wedgwood's experimental pieces. — Beyond (22 m.) *Harecastle* (p. 251) we enter *Cheshire* (p. 250). — 24½ m. *Mow Cop*. On the right is the hill of that name (1091 ft.), crowned with an artificial ruin (1760); here, in 1807, under the leadership of Hugh Bourne, was held the first camp-meeting of the Primitive Methodists. — 27¾ m. **Congleton** (*Swan & Lion*) is a silk-manufacturing town of 11,309 inhab., with three old inns.

At the adjoining village of *Havanna* cigars have been made for many years. About 2 m. S. is *Astbury*, which has a fine early 17th cent. church with some remarkable effigies in the churchyard; 1½ m. farther on is *Moreton Old Hall* (open daily except Sun.; adm. 6*d*.), a magnificent specimen of an Elizabethan black-and-white timbered manor-house (1540). At *Biddulph*, 4 m. S.E. of Congleton, on an alternative railway to Stoke, are the ruins of *Biddulph Hall*, a Tudor mansion destroyed during the Civil War, and the wonderfully designed gardens of *Biddulph Grange* (admission on application). — 31 m. *North Rode*, where the Churnet Valley line (p. 362) diverges for Uttoxeter. — 36 m. **Macclesfield** (*Rfmts.*; *Macclesfield Arms*; *Queen's*; *Bull's Head*), an old-fashioned town (34,797 inhab.), is the chief seat of the silk industry in England. *St. Michael's* (mostly rebuilt) contains the quaint little Savage Chapel, with recumbent effigies and an 'indulgence brass' of c. 1506. In West Park are the old market-cross, the town-stocks, and a museum. A splendid walk may be taken across the wild *Macclesfield Forest* viâ the *Cat & Fiddle Inn* to (12 m.) *Buxton* (see p. 378). About 4 m. S.W. of Macclesfield is *Gawsworth*, with a beautiful half-timbered hall (no adm.) and rectory and an interesting church (17th cent. monuments of the Fittons). From Macclesfield a branch of the L. & N.W.R. runs to (17½ m.) *Manchester* (London Road; p. 228), joining the main line from Crewe at (9¼ m.) *Cheadle Hulme* (p. 251). Among the intermediate stations are (2¼ m.) *Prestbury*, with St. Peter's (13th cent.), the fine mother-church of Macclesfield, and a beautiful Norman chapel in the churchyard, and (7¾ m.) *Bramhall*, 1 m. N. of which is **Bramhall Hall*, one of the finest specimens of black-and-white, timber-and-plaster architecture in England (13–14th cent.; grounds open to visitors). The G.C.R. route from Macclesfield to (21¾ m.) *Manchester* (London Road; p. 228) passes (7½ m.) *Middlewood* (p. 378) and (10 m.) *Marple* (p. 375). — From Macclesfield to *Derby* viâ *Leek* and *Uttoxeter* (Churnet Valley Line), see p. 362.

From Stafford to *Wolverhampton* and *Birmingham*, see pp. 224, 225.

139 m. *Norton Bridge* (comp. p. 249). About 3 m. W. is *Eccleshall* (Royal Oak), with the remains of a castle of the Bishops of Lichfield and a fine E.E. church. — At (150 m.) *Madeley* we cross the line from Stoke to Market Drayton (p. 249), and beyond a coal-mining district we enter Cheshire.

Cheshire, half agricultural, half industrial in its interests, is generally low and flat, though in *Macclesfield Forest* (see above) in the E., and in *Longdendale* (p. 458) in the N.E., the scenery is picturesque and even wild. The county contains many old timber and plaster mansions with checker-board fronts, to contrast with the modern houses in the Cheshire suburbs of Manchester and Liverpool. Cheshire has been noted for centuries for its cheese and for its salt (produced near Northwich). Silk is an old manufacture at Macclesfield and Congleton, while Stockport and its neighbourhood are in the cotton region. The *Wirral* is the W. peninsular portion of the county, between the Mersey and the Dee. Cheshire was a county palatine until 1237 (comp. pp. 216, 487).

158 m. **CREWE** (*Rfmts.*; *Crewe Arms*, connected with the station, R. 4/, D. 3/6; *Royal*, R. 4/, D. 2/6), a modern town of 44,960 inhab. and an important railway junction (600 trains daily), owes its existence to the great locomotive works of the L. & N.W.R. *Crewe Hall* (Marquis of Crewe) was rebuilt in the Jacobean style by Edward Barry after a fire in 1866.

From Crewe to *Preston*, *Lancaster*, and *Carlisle*, see Rte. 52A; to *Wellington*, see p. 227; to *Derby*, see p. 361; to *Shrewsbury*, see p. 274; to *Northwich*, see p. 223.

From Crewe to Chester, 21¼ m., L. & N.W.R. in 30–50 min. (3/8, 1/9). — 10¾ m. *Beeston Castle & Tarporley* (Tollemache Arms). On the left is (1½ m.) *Beeston Castle* (adm. by ticket from the estate office, Bunbury), built by the Earl

of Chester in 1220 and dismantled in 1646. It is situated on a precipitous rock of red sandstone, and commands a magnificent view. *Peckforton Castle* (Lord Tollemache), 1 m. S., is not open to the public. *Bunbury*, 2 m. S.E. of the station, has a fine 14–15th cent. church with a remarkable stone screen (1577) and the recumbent effigy of Sir Hugh Calveley (d. 1393). In the church of *Tarporley* (Swan), 2 m. N., are good 17th cent. monuments to two sisters. — 21¼ m. **Chester** (General Station ; p. 216).

From Crewe to Liverpool, 34¼ m., L. & N.W.R. in ¾–1½ hr. (7/6, 3/6). We follow the main N. line (see p. 396) as far as (13¾ m.) *Acton Bridge*, where we cross the Weaver again, with *Dutton Hall*, a beautiful 16th cent. mansion, on our right. — 21¼ m. **Runcorn** (*Royal*), a port and busy manufacturing town (17,353 inhab.) at the head of the Mersey estuary, with large chemical works. An iron viaduct carries the railway over the Manchester Ship Canal (p. 235) and the Mersey, which are crossed also by the Widnes and Runcorn Transporter Bridge (1000 ft. in span ; comp. p. 451). From Runcorn to *Chester*, see pp. 215, 223. — 23½ m. *Ditton Junction*, and thence to (34¼ m.) **Liverpool** (Lime St. ; Rte. 30), see p. 451.

From Crewe to Manchester, 30¾ m., L. & N.W.R. in ¾–1½ hr. (5/6, 2/7). — 4½ m. *Sandbach* (Bear ; Wheatsheaf, tea, R., & B. 7/6), junction for Northwich (see p. 223) and for (6½ m.) Harecastle (p. 249), is a quaint old place with a Perp. church. In the market-place are two Saxon *Crosses (pieced together in 1816), supposed to represent the conversion and marriage of Peada, son of King Penda. — 17¼ m. *Alderley Edge* (Queen's Hotel), a pleasant residential district. The 'Edge' is a cliff about 650 ft. high and 2 m. long, commanding fine views. Dean Stanley was born at the rectory in 1815. — 19 m. *Wilmslow*, junction for an alternative line to Manchester viâ Didsbury (p. 375) ; 20¼ m. *Handforth*, with the old hall of the Brereton (1562) ; 22½ m. *Cheadle Hulme*, where we are joined by the Macclesfield line (p. 250). — 25 m. **Stockport** (*Rfmts.* ; *George* ; *Buckley Arms*), an ancient and busy manufacturing town (108,682 inhab.), the chief industries being cotton-spinning and hat-making ('silk hats'), is not unpicturesquely situated on the slopes of the narrow gorge of the Mersey. Several old timbered houses have survived. In St. Peter's Square is a statue of Richard Cobden (1804–65), M.P. for Stockport in 1841–47. The museum in Vernon Park contains a fair collection of paintings. Stockport is an important railway centre with several stations (comp. pp. 375, 378, 450, 457). The train crosses the ravine by a huge viaduct of 22 arches, 1780 ft. long and 108 ft. high, and beyond several suburban stations arrives at (30¾ m.) **Manchester** (London Road ; Rte. 33).

35. FROM LONDON TO GLOUCESTER AND CHELTENHAM.

G.W.R. from Paddington to (120¼ m.) *Cheltenham* in 3¼–4½ hrs. (19/, 9/6); to (114 m.) *Gloucester* in 2¾–3½ hrs. (same fares). Another route (no Sun. trains) to *Cheltenham* (109 m. in 4–4¾ hrs.; 18/2, 9/1) runs viâ Oxford and Kingham (**p.** 323), where carriages are changed.

Motor Route, 104 m. We quit London by the Bayswater Road (Pl. B 25, 21, 18). — 6 m. *Ealing*. — 9 m. *Uxbridge* (p. 282). — 8 m. Beaconsfield (p. 327). — 6 m. *High Wycombe* (p. 328). — 7 m. *Stokenchurch*. — 12 m. *Wheatley* (p. 321). — 6 m. Oxford (p. 301). — 12 m. *Witney* (p. 322). — 7 m. *Burford* (p. 323; a little to the right of the direct road). — 9 m. *Northleach*. — 7 m. *Andoversford* (p. 261). — 6 m. Cheltenham (p. 258). — 9 m. Gloucester (p. 253).

From London to (77¼ m.) *Swindon*, see Rte. 19. Our line now diverges from that to Exeter and runs N.W. At (81½ m.) *Purton* is one of the few parish churches in England (Perp.) with both a central and a W. tower. Beyond (85½ m.) *Minety & Ashton Keynes* we enter Gloucestershire.

Gloucestershire is mainly an agricultural county, of which characteristic natural divisions are the *Cotswold Hills* (p. 260; noted for sheep), the fertile *Vales of Gloucester* and *Berkeley*, and the mining region of the *Forest of Dean* (p. 257), beyond the Severn estuary. Its cheese is well known: 'double Gloucester' (like Stilton) is made of whole milk to which cream is added, 'single Gloucester' of whole milk only. The adage "as sure as God is in Gloucestershire" is believed to refer to the number of wealthy abbeys and large churches in the county.

91 m. *Kemble* is the junction of branch-lines to (4¼ m.) Cirencester and to (7¼ m.) Tetbury.

Cirencester (*King's Head*; *Fleece*), the *Corinium* of the Romans and the *Cicester* of Shakespeare's 'Richard II' (v. 6; still so pronounced locally), is a country-town (7631 inhab.) on the *Churn*, often called the 'Capital of the Cotswolds,' from the hills amid which it lies. Its once considerable wool-trade is a thing of the past. The judiciously restored **Parish Church* (one of the largest in England; 180 ft. long), with its fine W. tower (132 ft.), is substantially a Perp. structure but incorporates Norman (possibly even late-Saxon) details. The three-storied S. porch dates from 1500. The most notable internal features are the monumental brasses and the fan-vaulting of St. Catharine's Chapel. Nearly opposite the G.W.R. station is the **Corinium Museum*, containing fine tessellated pavements and other Roman antiquities. A Norman gateway in Grove Lane is the only relic of the mitred abbey founded here by Henry I (1117). To the W. of the town is *Cirencester House* (Earl Bathurst), with a noble wooded park (open to the public daily), formerly called *Oakley Park* and often visited by Pope and Swift. *Thames Head*, about 2 m. farther on in this direction, is generally regarded as the source of the Thames (comp. p. 260). — Cirencester is a station also on the line from Cheltenham to Southampton (p. 261). Motor-omnibus to Fairford, see p. 322.

Tetbury (*White Hart*; *Talbot*), a market-town on a hill, lies 4½ m. N.W. of Malmesbury (p. 134) and 3½ m. N.E. of *Weston Birt House* (Col. Holford; no adm.), a modern mansion containing important art collections.

Beyond Kemble we penetrate the Cotswolds by the *Sapperton Tunnel* (1 m. long) and enter the valley of the *Stroudwater*, somewhat disfigured by cloth-factories. — 102¾ m. **Stroud** (*Imperial*, pens. c. 10/6; *Railway*), the headquarters of the West of England cloth industry (pop. 8767), lies on the steep flank of a narrow valley, traversed by the *Thames & Severn* and *Stroudwater Canals*. It is a station also on the M.R. (p. 142).

Motor-coaches run to (14 m.; fare 1/8) *Cheltenham* (p. 258), passing (3½ m.; 6*d.*) *Painswick* (Falcon, R. 3/6; Royal William, in Cranham Woods, p. 260, 3 m. N.), noted for its churchyard shaded by 99 uniformly trimmed yews. — *Minchinhampton* (Crown), 3½ m. S. of Stroud, has a famous golf-course on its common (660 ft.). At *Amberley* (Amberley Inn), close by, Mrs. Craik wrote 'John Halifax, Gentleman.'

105 m. *Stonehouse*, with a 16th cent. manor-house, has another station on the M.R. (p. 142), with which we now run parallel (N.). We enter the *Severn* valley. To the left are the Welsh hills, to the right the Cotswolds.

114 m. **GLOUCESTER** ('Glo'ster'; 50,035 inhab.), the county town of Gloucestershire and the seat of a bishop, lies on rising ground on the left (E.) bank of the Severn. Connected with the sea by the Gloucester & Berkeley Ship Canal (p. 258), it has a considerable trade in grain, timber, coal, and iron, while it carries on also railway waggon building and other industries.

Railway Stations (*Rfmts.*), both in Station Road and united by a covered foot-bridge. *Midland Station* (Pl. B, C 4, 5), for trains to Bristol, Cheltenham, Birmingham, and the North; *G.W.R. Station* (Pl. B 4, 5), for London, S. Wales, Hereford, and Cheltenham.

Hotels. Bell (Pl. a; B 3), Southgate St.; Wellington (Pl. b; B 4), opposite the G.W.R. Station; Ram (Pl. c; B 2), Southgate St.; New Inn (Pl. d; B 3), a quaint old building, Northgate St.; Royal (Pl. e; C 4), opp. the Midland Station; Wessex (Pl. f; B 3), unlicensed; Fowler's Temperance.

Cabs for 1–2 pers. 1/ per mile, each extra pers. 6*d.*; per hr. 2/6. — Tramways run from the Cross through the main streets to all the suburbs (fare 1*d.*). — Steamers ply in summer to *Deerhurst* (p. 260), *Tewkesbury* (p. 259), and *Sharpness* (p. 258).

Post Office (Pl. A 4), George St.

Gloucester represents the British *Caer Glowe* and the Roman *Glevum*. Its history has on the whole been one of uneventful prosperity. It possessed a royal castle and Norman walls from 1110 to 1663. According to E. A. Freeman, "in the reign of Rufus almost everything that happened at all, somehow contrived to happen at Gloucester," and King John is said to have "loved Gloucester better than London." The city sided with the Parliamentarians in the Civil War and successfully resisted the Royal forces in 1643. Its fortifications were consequently dismantled at the Restoration. — The 'worthies' of Gloucester include Robert Raikes (1735–1811; p. 256), the virtual founder of Sunday Schools; John Taylor (1580–1653), the 'Water Poet'; Sir Charles Wheatstone (1802–75), the chief founder of modern telegraphy; and George Whitefield (b. 1714 at the Bell Inn, d. 1770 at Newburyport, Mass.). — The Severn 'bore,' a wave caused by the incoming tide, sometimes 5–6 ft. high, is better seen below Gloucester than in the city itself. The river is famous for its salmon and lampreys

In the rectangular arrangement of its four main streets (*Northgate*, *Southgate*, *Eastgate*, and *Westgate*) Gloucester reflects the Roman period of its history, and the *Cross* (Pl. B 2, 3), at which they meet (crossless since 1745), is the natural focus of the city's life.

From the *G.W.R. Station* (Pl. B 4, 5) we reach this point by Market Parade, St. Aldgate St. (Pl. A, B 3), and the Northgate. In the last, quite near the Cross, is the *New Inn* (see above), a half-timbered house erected c. 1450 by John Twyning for the accommodation of pilgrims. Lady Jane Grey is said to have been proclaimed queen in its yard in 1553. At the corner of New Inn Lane (Pl. B 3) are a fine carved angle-post and bracket. — From the *Midland Station* (Pl. B, C 4, 5) we reach the Cross via Barton St. (Pl. C 3, 4) and Eastgate, passing the *Public Baths* (r.), the *Guildhall* (r.; Pl. B 3), the *Market Hall* (Pl. B 3), and *St. Michael's Church* (Pl. B 2, 3; at the corner with its Perp. tower (curfew still sounded here at 8 p.m.).

From the Cross we proceed to the cathedral viâ Westgate St. (Pl. A 2) and College St. or viâ Northgate St. (Pl. A 3) and St. John's Lane No. 154 Westgate St., known as the 'Old Judge's House,' turns a quaint façade towards the side-lane; No. 163 contains a 16th cent. panelled room (small fee); at No. 52 Bp. Hooper (p. 256) spent his last night. Opposite the last is the church of *St. Nicholas* (Pl. A 2), a Norman foundation with E.E. and Perp. modifications.

The ***Cathedral** (Pl. A 2, 3), once the church of the Benedictine Abbey of St. Peter, and since the dissolution (1540) a cathedral church dedicated to the Holy Trinity, is a noble building, a splendid feature not only in the city but in the surrounding country. We enter by the S. door; open from 9.30 to 6; adm. to the E. portions, 6*d*. Services on week-days at 10 & 4; on Sun. at 10.30, 3, & 6. Dimensions, see p. xlix.

History. The character of the foundation has varied. Beginning as a nunnery (681–790), it became in 821 a college for secular priests. These were replaced in 1022 by the Benedictines, who built the church and held it till Henry VIII returned it to the secular clergy, raising it to cathedral rank. To *Abbot Serlo*, who began a new church in 1089, is due the massive 'Norman core,' which, encased in Perp. work, forms the present choir. The plan is still that of Serlo's church (dedicated 1100), with the addition of the Lady Chapel. The exterior, however, is almost purely Perp., the result of successive enrichments dictated by the new importance of the abbey church, when, soon after enshrining the body of Edward II, murdered in Berkeley Castle (p. 257) in 1327, it became a focus of miracles and pilgrimage. From the vast income thus derived the monks rebuilt both church and abbey, revolutionizing by the inventive character of their design the subsequent course of English architecture. The Cloisters date from 1351–1412; the West Façade and South Porch (much restored) were built in 1421–37; the stately *Central Tower (225 ft. high), with its austerely fine decoration, replaced the 13th cent. tower in 1450; and the beautiful Lady Chapel (1472) closed the work of the Gloucester masons. During the Commonwealth destruction, actually begun, was averted only by application to Cromwell, who, in 1657, granted the cathedral to the mayor and citizens. Many fine interior fittings were removed in the 18th cent., and in the 19th cent. the structure underwent restoration by Sir Gilbert Scott.

Interior. The Nave, with the exception of the two W. Perp. bays (1421–37), is predominantly Norman in appearance, the great cylindrical pillars quite overpowering the effect of the Norman triforium and the timidly designed E.E. clerestory and vaulting (1242). These uniquely tall pillars (30 ft. 7 in. high) were doubtless necessitated by the fact that the original cloister against the N. wall precluded low aisle-windows, and that high-set windows could light the nave only through a lofty pier-arcade. The support of the cloister preserved the N. aisle when the S. aisle became unsafe and had to be re-vaulted in 1318, the date, also, of the ball-flowered geometrical tracery of the S. aisle windows. In the N. aisle the Norman vaulting and carved capitals should be noted. The third and fifth windows from the W. end contain old glass (restored). Flaxman's memorial to Mrs. Morley (d. 1784) is a graceful design (N. aisle). Near the W. end of the nave is a statue of Dr. Jenner (p. 258).

The *Choir (which projects one bay into the nave and is separated from it by a screen of 1820) is usually entered from the S. aisle. Choir and Transepts look pure Perp., the

walls having been veiled with tracery and the massive piers whittled down, when the dim old Norman choir was transformed (1330–74). The latest part is the N. transept (1360–74), which contains a beautiful piece of E.E. sculpture (c. 1240), possibly a reliquary. It resembles the S. transept, which was finished in 1337, forestalling by quite twenty years the beginning of the Perp. style elsewhere in England. From floor to vault the design of choir and transepts is a perfect unity. The tall clerestory windows; the rectilinear tracery necessitated by the size of the end-wall windows; the one-story design of the tracery, carried up on unbroken vaulting-shafts, that covers the Norman triforium and pier arcades; the lierne *Vaulting, whether in the complicated pattern of the choir roof, with its galaxy of angel-bosses, or in the simpler, but more subtly skilled vaulting of the S. transept—these are the origin and inspiration of Perp. architecture. The great **East Window* (72 ft. by 38 ft.) was erected by Lord Bradeston in 1352 to commemorate the battle of Créey. The light tone of the glass is as much an innovation as the architecture. The *Reredos* is modern, as are the sub-stalls. The 14th cent. **Stalls*, with their vigorous misericord grotesques, have been restored. The W. window—an unusual feature, due to the difference in height between nave and choir—contains old glass from other windows. Of various noteworthy tombs in the choir the canopied *Tomb of Edward II (see p. 254), erected by Edward III, is chief in beauty and interest. It comes between the N. ambulatory and the presbytery, and at the W. end of the former is the small stone lectern from which addresses were made to the pious pilgrims. Also on the N. side of the presbytery is the monument (Pl. 7; 16th cent.) of King Osric, who founded the abbey in 681. The bracket tomb on the S. (Pl. 9) has been assigned to Serlo (p. 254), but the figure with the church in his hand is probably Abbot Foliot (1228–43). In the centre of the presbytery is the tomb of Robert Curthose (d. 1134), eldest son of William the Conqueror, with a curious coloured effigy of bog-oak (c. 1290) resting on a mortuary chest of the 15th century. Well-preserved encaustic tiles in front of the altar differ markedly from the over-glazed, mechanically designed 'copies' in the choir-floor. Four side-chapels (all much restored) open from the ambulatory. That on the N.W., dedicated to *St. Paul*, has a fine altar-screen (restored). *Boteler's Chapel* (N.E.) has good tiles and fragments of a reredos (c. 1450). The corresponding S.E. chapel is dedicated to *St. Philip*, and the S.W. *Chapel of St. Andrew* contains in the E. window fine 14th cent. glass (releaded) and the quaint 'Prentice's Bracket.' — The *Lady Chapel was the last great work at Gloucester (1457–98). To avoid shadowing the E. window, the W. end diminishes in height and breadth to meet a charmingly vaulted vestibule which connects Lady Chapel and presbytery. Open tracery fills the upper part of the W. arch; and the exquisite lierne vaulting, with leaf-bosses, the admirable

tracery of the windows and of the narrow wall-spaces between, the vaulting-shafts, the ruined reredos, the sedilia, and the remaining 15th cent. tiles all contribute to the architectural harmony, once blazoned with gold and colour. Side-chapels, with oratories or music chambers on the upper stories, are delicately fan-vaulted. The nine-light E. window (1472–79) contains old glass, much of it not designed for this window.

The Choir Triforium, reached by turret stairs from the transepts, is exceptionally important. Its five chapels correspond with the chapels and vestibule below. The E. chapel opens from the 'Whispering Gallery,' even more remarkable before restoration than now for its acoustic qualities. The painting of the 'Last Judgment,' preserved in the triforium, is an important example of English art of the time of Henry VIII or Edward VI. It is a version of the Danzig altarpiece, dated 1467.

The Norman *Crypt, entered from the S. transept and consisting of an apse and five chapels, is really an underground church, and was so used, as is shown by remains of piscina, altar-steps, etc., in the chapels.

The Central Tower (225 ft.; adm. 1–2 pers. 2/6, each addit. pers. 1/; closed 1–2 p.m.) commands a wide view. In the lower part hangs 'Great Peter,' weighing nearly 3 tons. The bells, which are pre-Reformation, play four tunes (at 1, 5, & 8 p.m.).

The *Cloisters (1351–1412), remarkable both in preservation and beauty, are entered through a fine Perp. door at the E. end of the N. aisle of the nave. The fan-tracery vaulting is claimed as an original device of the Gloucester masons. The S. side, with its 'carrel' recesses for desks, was the *Scriptorium*; on the N. is the *Lavatory*. — The *Chapter House*, on the E., is Norman (restored) with a Perp. E. bay. — The *Library* (above) includes among its treasures the finest existing copy of Coverdale's Bible (1535) and leaves of a 10th cent. Anglo-Saxon MS.

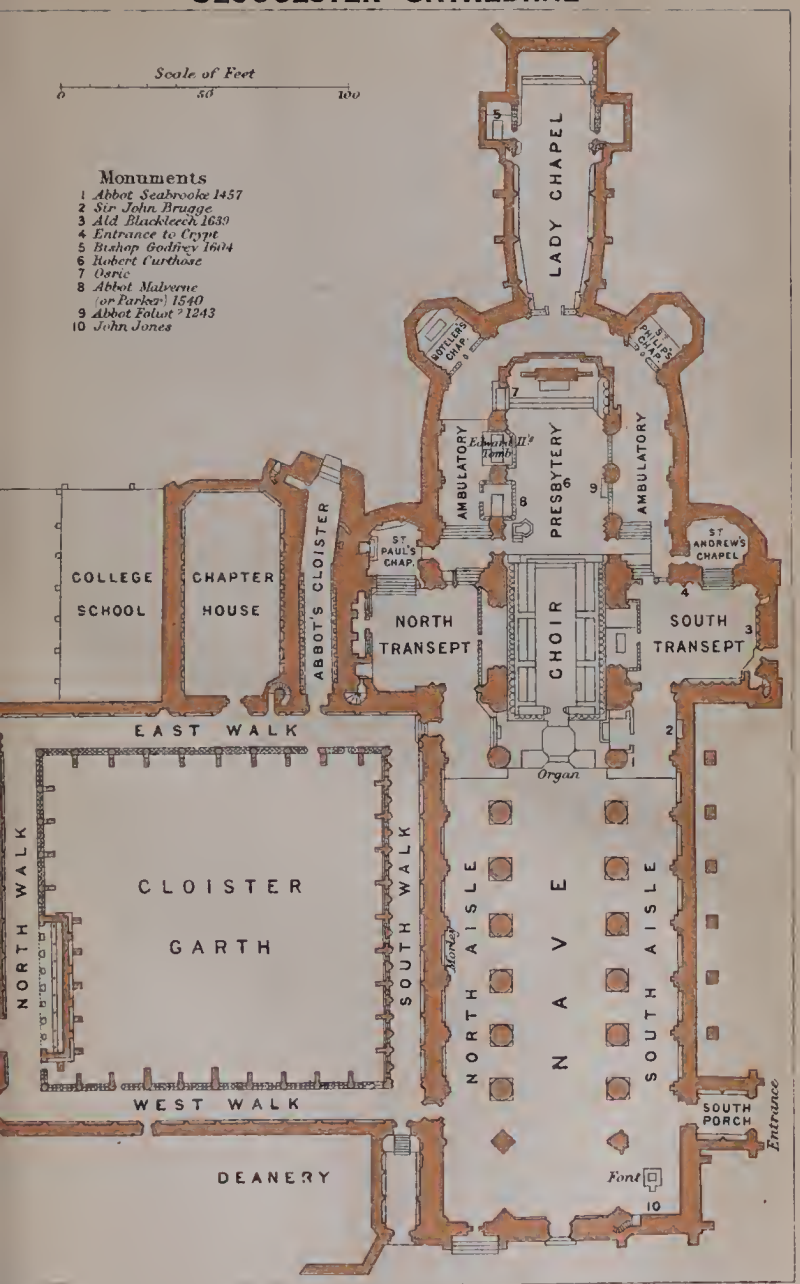
Other remains of the monastery include the **Prior's House*, of the 11–13th cent., now the *Deanery* (no adm.), under which is the outer *Parlour*, a vaulted Norman passage leading from the S.W. corner of the cloisters. The picturesque 'Little Cloister' is reached, together with the ruined arcade of the Infirmary, by a vaulted passage at the end of the E. walk of the cloister. The *West Gate* (12th cent.; restored 1916–19), in St. Mary's St. (Pl. A 2), is the best of the remaining precinct gates; it was probably used as a hostel for guests.

The Festival of the Three Choirs of Gloucester, Worcester, and Hereford, held yearly (Sept.) before the War in rotation at the three cathedrals, will, if revived, probably take place at Hereford in 1920, at Worcester in 1921, at Gloucester in 1922.

Opposite the West Gate (see above) is the *Memorial to Bp. Hooper*, who suffered martyrdom here in 1555, watched (so the story goes) by Bp. Bonner from the window over the gateway. The adjacent church of *St. Mary-de-Lode* (Pl. A 2), with its low and massive Norman tower, stands on the site of a Roman temple, and tradition assigns a tomb in the chancel to Lucius, the legendary first Christian King of Britain.

Following Southgate St. from the Cross, we soon reach (l.) the church of *St. Mary-de-Crypt* (Pl. B 2, 3), a 12th cent. building with later alterations, named from the two charnel-houses below it. It contains some good brasses and the tomb of Robert Raikes (p. 253), whose house stands on the other side of the street. [The cottage where he opened his first school in 1780 is in St. Catharine's St., ½ m. N., viâ Hare Lane, Pl. A 3.] George Whitefield (p. 253) was christened and preached his first sermon in this church. Farther on in Southgate St. is the *Royal Infirmary* (Pl. C 2), while to the W. of it lie the commodious *Docks* (Pl. B, C 1). In the S. part

GLOUCESTER CATHEDRAL



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of the city are also the *Spa Pump Room* (Pl. D 2; chalybeate water), the *Spa Field* (Pl. D 2; with the County Cricket Ground), and the *Public Park* (Pl. D 3). In Brunswick Road, running N.E. from the Pump Room, are the *Public Library & Museum* (Pl. B, C 3; Roman and other local antiquities) and the *Raikes Memorial Hall* (Pl. B, C 3). — To the W. of the city (beyond Pl. C 1), c. ¾ m. from the Cross, are the scanty remains of *Llanthony Abbey* (12th cent.), a daughter-house of the famous Welsh monastery.

Gloucester may be made the headquarters for excursions in the *Cotswolds* (p. 260), the *Wye Valley* (Rte. 37), and the *Forest of Dean* (see below). One of the nearer points of interest, 5 m. S.E., beyond *Upton St. Leonards* (church with Norman doorway and E.E. chancel), is *Prinknash Park*, an ancient residence of the Abbots of Gloucester (16th cent., with earlier survivals). — From Gloucester to *Birmingham* and to *Bristol* or *Bath*, see pp. 142, 143; to *Hereford*, see Rte. 36; to *Worcester*, see Rte. 37 or pp. 142, 143.

From Gloucester to Cardiff, 56¼ m., G.W.R. in 1¾–2¾ hrs. (9/6, 4/8½; through-train from London to Cardiff by this route in 4½–5½ hrs.). At (7½ m.) *Grange Court* (p. 261) the line diverges to the left from that to Ross and Hereford and runs S.W. along the right bank of the widening *Severn*. To the right (W.) lies the Forest of Dean (see below). — At (11 m.) *Newnham* Henry II and Strongbow embarked for Ireland in 1171. Views to the left. — 19½ m. *Lydney* (Feathers) is the junction of a line running N. across the Forest of Dean (see below) to (12 m.) Lydhrook (p. 266) and in the other direction across the Severn to Sharpness and Berkeley (see below). Lydney has a fine 14th cent. cross, 17½ ft. high. — 22¼ m. *Woolaston*. We cross the *Wye* by a tubular bridge, 628 ft. long (94 ft. above low water), enter *Monmouthshire* (p. 266), and reach (27¾ m.) *Chepstow* (see p. 268). — Beyond (32 m.) *Portskewett* Caldicott Castle (p. 268) is visible to the right. At (34¾ m.) *Severn Tunnel Junction* we join the main G.W.R. line from London (p. 134). Thence to Newport and Cardiff, see the *Blue Guide to Wales*.

The **Forest of Dean**, a district extending N. for 20 m. from the junction of the Wye and the Severn, with an extreme width of 10 m., has been a royal forest from time immemorial and still preserves its woodland beauties, at places somewhat interfered with by its coal and iron mines and quarries. The best headquarters for visitors are afforded by the *Speech House Hotel* (600 ft.), situated near the middle of the Forest, with a station (¾ m.) on the above-mentioned railway from Lydney to Lydhrook. This is the seat of the *Verderers' Court* (comp. p. 95). The characteristic trees are oaks and beeches. The holly woods surrounding the hotel contain a holly-tree 8 ft. in girth (150 yds. N.W.). The *Newland Oak*, near *Newland*, 4½ m. W., is 44 ft. round. Other favourite resorts are the *Danby Lodge* and *Beeches*, 3½ m. S.E., reached viâ the *Spruce Drive*; *Blackpool Bridge*, ½ m. N.E. of Danby Lodge, with a considerable fragment of a Roman road; and the *High Beeches*, 2 m. N.W. *Ruardean Hill* (857 ft.; 4 m.), in the N. part of the Forest, is a good view-point. At *St. Briavels* (rail. stat., p. 267), 5¼ m. S.W., are a restored castle (chiefly 13th cent.) and a part-Norman church. Near *Staunton* (church dating in part from 1100), 5 m. W., is the rocking-stone known as the *Buckstone*. *Mitcheldean* (Carisbrooke House Hotel; rail. stat., p. 261), in the N.E. corner of the Forest, has a church of the 14–15th cent., with a fine oaken roof and some good old glass. For the scenery on the W. side of the Forest, comp. Rte. 37.

From Gloucester to Berkeley and Lydney (Forest of Dean), 23 m. in 1–2 hrs. (3*f*3, 1/7½). From Gloucester (Midland Station) to (9½ m.) *Berkeley Road*, where our line diverges to the W., see p. 142. — 17½ m. *Berkeley* (Berkeley Arms), a sleepy country town with 826 inhab., lies ¾ m. to the S. of the station. ***Berkeley Castle** (Earl of Berkeley), in which Edward II was murdered in 1327, is a well-preserved specimen of a feudal stronghold, entered by a bridge over the moat, with a circular keep (1155–60), a 14th cent. gateway, and later towers. The arrangement by which visitors were admitted to the historic portions on Mon., Wed., and Thurs., by tickets obtained from Miss Smith, stationer, High St., is suspended at present. Among the relics formerly shown were the

alleged cabin bed and chairs of Adm. Drake and flags flown at Flodden and Culloden. In the park is 'King William's Oak,' said to be mentioned in Domesday. The fine E.E. **Church* contains a monument with an epitaph by Dean Swift, who wrote also the epitaph on Dicky Pearce, the jester (d. 1728), in the churchyard. Edward Jenner (1749–1823), introducer of vaccination, was born at Berkeley. *Wanswell Court*, a farm ¾ m. N. of the station, is an unusually perfect small 15th cent. manor-house with a later wing. — 19 m. *Sharpness* (Severn Bridge Hotel), on the Severn and the *Gloucester & Berkeley Ship Canal* (17 m. long; steamer to Gloucester 1/), is the foreport of Gloucester. — The train crosses the Severn by the great *Severn Bridge* (1 m. long), built in 1875–79, to (20¼ m.) *Severn Bridge* and (23½ m.) *Lydney* (p. 257).

Except for the view of the cathedral (l.) as we leave Gloucester, nothing calls for remark on the short run thence to the Queen's Road Station at Cheltenham.

120¼ m. **CHELTENHAM** (48,942 inhab.), a fashionable and attractively laid out inland health resort, an important educational centre, and the focus of a great fox-hunting district, is situated on the *Chelt*, a small tributary of the Severn, near the W. base of the Cotswold Hills. It is a favourite residence of retired officers and Anglo-Indian and other civil servants. Charles Sturt, the Australian explorer, died at Cheltenham in 1869.

Railway Stations. *St. James's Square Station*, the chief station of the G.W.R.; *Queen's Road* or *Lansdown Station* (Rfmts.), the M.R. station; *Cheltenham South* or *Leckhampton* (G.W.R. & G.C.R.), for Banbury and points to the N. and E.; *Malvern Road Station* (G.W.R.), for Banbury and Honeybourne, etc. — Hotel omnibuses meet the trains.

Hotels. Queen's, in the Promenade; Plough, High St., a comfortable old-fashioned house with an enormous stable-yard; Belle Vue, High St., R. from 4/, D. from 3/6; Lamb, High St.; Fleece, near the Spa; Star, Regent St.; Carr's, temperance, Clarence St.; Tate's, Gloster House, and many other private hotels (pens. from c. 8/6).

Post Office, Promenade (N. end).

Electric Tramways connect the central parts of the town with the railway stations and suburbs.

The backbone of Cheltenham is the characteristically English High Street (1¾ m. long), running E. and W. In it is the modern building of the *Grammar School* founded by Richard Pate in 1586. Between High St. and Clarence St. is *St. Mary's Church*, which, though much modernized, still possesses many interesting features of early work, such as the tower and spire (Norman to Dec.), the late-Dec. wheel-window, and the elaborate late-Perp. N. porch (containing a good brass of 1513). — The well-shaded Promenade leads S. from the High St. to the *Montpellier Gardens* (adm. 2*d.*; band and varieties in the afternoon and evening) and *Rotunda* (now a bank), passing the Town Hall (with the *Central Spa*), a statue (by Lady Scott) of Dr. E. A. Wilson (who perished with Capt. Scott in the Antarctic Regions, 1912), and the *Winter Garden*. — Winchcombe Street and Pittville Drive run N. from High St. to *Pittville Park* (adm. 2*d.*; boating-lake), with its *Pump Room*.

The sulphated and alkaline-saline mineral waters at Cheltenham, discovered in 1716, are valuable for their diuretic effect and as a stimulant to the liver. The visit of George III and the royal princesses in 1788 made them fashionable.

Cheltenham College, founded in 1843 and ranking among

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the leading public schools of England (800 boys), is in the Bath Road. Its museum (natural history and ethnology) is open free on Tues. (2–5). The popular 'Cricket Week' (Aug.) is held in its grounds. Lord Morley and W. E. H. Lecky are among old Cheltonians. *Cheltenham Ladies' College*, in Old Well Lane, near the Promenade, has about 900 pupils. There are also two large *Normal Training Colleges*. In Clarence St., near the St. James's Square Station, is the *Public Library, Museum, & Art Gallery* (open 10–1 & 2–4), the last including works by Metsu, Maris, and other Dutch and Belgian masters.

The chief excursion from Cheltenham (others, see p. 260) is that to *Tewkesbury* and *Deerhurst*, which is best made by carriage or motor (motor-omnibus to Tewkesbury 1/). Railway travellers change at (7¼ m.) *Ashchurch* (p. 143), on the M.R. to Birmingham, for (1¾ m.) *Tewkesbury* (c. ½–1 hr. from Cheltenham).

Tewkesbury (*Swan*; *Hop Pole*; *Bell*; *Black Bear*; *Mytha Private Hotel*), an ancient borough (5287 inhab.; the Roman *Etocessa*) on the *Warwickshire Avon*, close to its confluence with the Severn, contains one of the most magnificent Norman churches in England and many interesting 16–17th cent. houses (e.g. the Wheatsheaf Inn, in High St.). Shakespeare refers to 'Tewkesbury mustard' (Henry IV, Pt. II. ii. 4). The battle of Tewkesbury (comp. below) was fought in 1471 in the 'Bloody Meadow,' ½ m. S. of the town. Tewkesbury is the 'Nortonbury' of Mrs. Craik's 'John Halifax, Gentleman,' and Mr. Pickwick once dined at the Hop Pole with Bob Sawyer and Ben Allen. Steamers ply on the Severn and Avon.

The famous *Abbey Church (open 9.30 till dusk; adm. to choir 6*d.*, to tower 6*d.*), the successor of a Benedictine abbey founded in 715, was begun about 1102 (choir completed in 1123, nave and tower c. 1150); and, though neglect and frequent restoration have affected both exterior and interior, it is substantially as it was when reconsecrated after the battle of Tewkesbury. Internally it is 311 ft. long, 77 ft. wide, 122 ft. wide across the transepts, and 58½ ft. high. The **Central Tower* (148 ft.; pinnacles added in 17th cent.) is in colour, proportion, and arcading quite perfect. The rather later *North Porch* (impressive in its plainness), the unique *West Front*, with its grand recessed arch (Perp.), and the romantic cluster of *Choir Chapels* are contrasting beauties of the exterior. The interior has an even more varied range of architectural beauty. The great pillars of the **Nave*, though they dwarf the triforium and the later clerestory and vaulting (Dec.), justify their predominauce by their grandeur. The vigorously carved bosses of the roof (regilt and coloured by Gambier Parry) should be noted. The tower vaulting (Dec.) has shields and dependent ornaments (some modern) representing the 'glorious sun of York,' triumphant over the Lancastrians in the 'Bloody Meadow' of Tewkesbury. A brass in the pavement beneath marks the traditional grave of the young Lancastrian Prince of Wales, slain in the battle or after. On the S.E. tower is a memorial tablet to

Mrs. Craik (1826–87 ; p. 259). The *Transepts* are Norman, with 14th cent. windows. The beautiful S. arm has an apsidal chapel, with an upper chamber. The choir is surrounded by an *Ambulatory* with a sequence of chapels, including the elegant E.E. *St. Margaret's Chapel* (restored) and *St. Edmund's Chapel*, with its appropriate bosses. The truncated Norman pillars of the *Choir* support pointed arches and a lofty superstructure with a richly groined and bossed roof (14th cent.). The brasses, the monuments, and the 14th cent. *Windows of the choir commemorate the Fitz-Hamons, De Clares, Despensers, Beauchamps, Warwicks, and other lords of Tewkesbury in its great days. Finest of all is the exquisite **Warwick Chantry* (1422), after which rank the adjacent *Founder's Chapel* (1397), the *Despenser Monument* ('Hugo Tertius' ; exquisite canopy ; c. 1349), and the *Trinity Chapel* (c. 1375), with its early fan-tracery. At the E. end are tombs of abbots and the *Clarence Vault* (behind the altar-screen), where the murdered Duke of Clarence and his wife were buried in 1478. — To the S. of the church is a *Cloister Walk*, with a fine 15th cent. doorway. The *Abbey House* (near the W. front) and the *Abbey Gate House* (W. of it) are the only other remains of the monastic buildings.

Deerhurst, with its two pre-Norman buildings, lies S. of Tewkesbury and may be reached thence by boat on the Severn, by road (4 m.), or by a field-path (2½ m.). The **Church of St. Mary* (adm. 6*d.*) belonged to a Saxon monastery with documentary history from 804. The lower half of the tower is of Saxon masonry, and Saxon herring-bone work is visible in many parts of the exterior. The nave, with its E.E. arcades, incorporates the original choir (20 ft. long), the Saxon apse of which, not rebuilt after a 15th cent. fire, can be easily traced from without. In the E. wall of the tower is a curious two-light triangular-headed window, and below are a triangular opening (like others in the N. and S. walls) and a blocked door once leading to a W. gallery. One of the brasses dates from 1400. The ancient *Font has spiral ornamentation of a character believed to be earlier than the 9th century. About 80 yds. from the church and attached to a fine half-timbered house is the so-called **Odda's Chapel*, dating, according to an inscription stone now in the Ashmolean Museum (p. 318), from 1056. It was a memorial chapel for Odda's brother Ælfric.

Other points frequently visited from Cheltenham (which is an excellent motoring-centre) are *Southam Delabere* (2¼ m. N.E. ; tramway 5*d.*), with a manor-house of the late 15th cent. and a good tithe-barn, at the foot of *Cleeve Hill* (1031 ft. ; view) ; *Leckhampton Hill* (978 ft. ; 2 m. S. ; tramway 3*d.*), with view. Among the Cotswold Hills are *Seven Springs* (3¼ m. S.), the source of the *Churn* and considered by some the true head of the Thames (comp. p. 252) ; *Whitcomb Magna* (6 m. S.W.), with a small part-Norman church, near *Birdlip Hill* (Royal George), with a famous view ; *Cranham Woods* ; and *Painswick* (motor-coach to Stroud, see p. 253).

From Cheltenham to Honeybourne, 21¾ m., rail motor in 1–1¼ hr. (1/9½). The line starts at the St. James's Station, passes (¼ m.) *Malvern Road*, and skirts the *Cotswold Hills*. — 4¼ m. *Bishop's Cleeve*, with a Trans. church (good porch). — 9¼ m. *Winchcombe* has a fine late-Perp. church (freely restored). At *Hailes* (2 m. N.E.) are the remains of a Cistercian abbey (1246), once famous for its relic of the Holy Blood. *Postlip Hall* (2 m. S.W.) is an Elizabethan manor-house with a Norman chapel. Henry VIII's widow, Catherine Parr (d. 1548), who married Lord Seymour of Sudeley, is buried in the chapel adjoining *Sudeley Castle* (1 m. S.E. ; no adm.). — 16¼ m. **Broadway** (*Lygon Arms*), in *Worcestershire* (p. 275), is an extraordinarily picturesque village, with charming Elizabethan houses, which has become a favourite residence of authors, artists, and actors, including many Americans. — 21¾ m.

Honeybourne, see p. 323. The line goes on viâ (9½ m.) *Stratford-on-Avon* (p. 342) to (18½ m.) *Hatton* (p. 329).

From Cheltenham to Southampton, 96½ m., railway from Queen's Road in 3–4 hrs. (16/, 7/10½). — 2 m. *Cheltenham South* (p. 258); 3½ m. *Charlton Kings*. At (7½ m.) *Andoversford & Dowdeswell* we diverge to the right from the line to *Kingham* and *Banbury* (p. 323). *Dowdeswell*, to the W., has an Elizabethan manor-house. — 13½ m. *Chedworth*, with a part-Norman church and one of the most important Roman villas in England. The local tradition is that the countless lilies of the valley growing here were originally plantcd hy the Romans. — About 3½ m. S.E. of (14½ m.) *Foss Cross* is the charmingly picturesque village of *Bibury* (Swan). 20¾ m. **Cirencester**, see p. 252. — 27½ m. *Cricklade*, on the *Upper Thames* (see p. 300), has two interesting churches, one (St. Mary's) mainly of the early 12th cent., the other (St. Sampson's) E.E., Dec., and Perpendicular. — 35¾ m. *Swindon Town*, 1½ m. from Swindon (G.W.R.; p. 133). — 47 m. **Marlborough**, see p. 119. — 52¼ m. *Savernake*, see p. 119. — From (61 m.) *Ludgershall*, an ancient place with 1117 inhab., a hranch runs to (2½ m.) *Tidworth*, an important camp of the Southern Military Command. Barracks and tents are common features in the district. — 68½ m. **Andover Junction**, see p. 112. 69¼ m. *Andover* (Star & Garter, pens. from 10/6; White Hart), an agricultural town (7596 inhah.), wherc in 994 King Olaf of Norway was baptized hy St. Alphege. To the S.W. lies (1½ m.) *Bury Hill*, with an important Roman-British camp. — From (74 m.) *Fullerton Junction* a hranch runs to (7½ m.) *Hurstbourne* (p. 111). — 77 m. *Stockbridge*, a quaint little market town. 86½ m. *Romsey*, see p. 83. — 94½ m. *Southampton West*. — 96¼ m. *Southampton Town* (p. 80).

From Cheltenham to *Kingham*, see p. 323; to *Birmingham* and to *Bristol* or *Bath*, see pp. 142, 143.

36. FROM GLOUCESTER TO HEREFORD.

30 m. G.W.R. viâ *Ross* in 1¼ hr. (5/, 2/6). There is another route viâ *Ledbury*, where carriages are changed (32½ m. in 1¼–2 hrs.); comp. p. 275. — The quickest route from London to Hereford direct is viâ Gloucester (145½ m. in 4 hrs.; 24/, 12/); but the alternative route (150 m.; same fares) viâ Oxford and Worcester (comp. Rtes. 41A, 43, 39) takes not much longer. On Sun. the only through-train runs from Euston Station viâ Shrewsbury (213 m. in 10½ hrs.; 24/4, 12/9).

Motor Route, 30 m. We quit Gloucester by Westgate St. (Pl. A 2). 7 m. *Huntley*. — 9 m. **Ross** (p. 262), where we turn to the W. and cross the Wye. — 1 m. *Wilton* (p. 266). — 6 m. *Llandinabo*. — 7 m. **Hereford** (p. 262). [A prettier route from Ross follows the Ledbury road (N.E.) for c. 3½ m., then hears to the left. 7 m. (from Ross) *Fownhope*. — 2 m. *Mordiford*. — 5 m. Hereford.]

On leaving Glouccster we have a good view of the cathedral on the left, and then of Tclford's single-span bridge on the right. On the right too is *Highnam*, with a church claborately dccorated with mural paintings by Gambier Parry. — 7½ m. *Grange Court* (p. 257). *Flaxley Abbey* (l.; Cistercian), with a history going back to the 12th cent., was the home of Sir Rogcr dc Coverley's 'Widow Bocvey,' commemoratcd in the church. At (11 m.) *Longhope* rises *May* or *Yartledon Hill* (r.; 973 ft.; view). 14m. *Mitcheldean Road*, for (1½ m.) *Mitcheldean* (p. 257).

The railway now enters Herefordshire, a picturesque county hisected by the Wye, at one time the houndary hetween the Welsh and the Saxons. Herefordshire is noted for its hreed of store-cattle, and, as Fuller puts it, "this shire hetter answereth (as to the sound thereof) the name of Pomerania than the dukedom of Germany so called, being a continued orchard of apple-trees, whereof much cider is made." Its cider and perry are still famous.

On thc left are the fine tower of the church of *Weston-under-Penyard* and thc woods of *Penyard Chase*.

18 m. **Ross** (*Royal*, outside the town; *Swan*, R. & B. 7/; *King's Head*), an attractive little town with 4682 inhab., stands on a hill rising from the left bank of the *Wye*. Its most prominent building is the Dec. and Perp. *Church*, from which and the adjoining Prospect Walk the valley is seen to special advantage. Before the altar is the grave of John Kyrle (d. 1724), the 'Man of Ross' celebrated by Pope in his 'Third Moral Essay.' His house (now a shop) in the market-place is marked by a bust; behind is his summer-house (shown on request). The adjacent *Market House*, raised on open arches, dates from 1670.

From Ross down the *Valley of the Wye*, see Rte. 37.

Beyond Ross the train passes several country-seats and crosses the Wye four times. 22¼ m. *Fawley*; 26 m. *Holme Lacy*. The fine gardens of *Holme Lacy House*, a large red mansion on the left, are occasionally open to the public.

30 m. **HEREFORD** (22,568 inhab.), an ancient county town and the seat of a bishop since 672 (when its see was detached from Lichfield), lies mainly on the left bank of the *Wye*. Its castle, once "high and stronge, and full of great towres," as the proximity of the Welsh marches demanded, has almost totally vanished, but remains of the ancient town-walls and many interesting old buildings remain.

Hotels. GREEN DRAGON (Pl. a; C 4); MITRE (Pl. b; C 4), R. from 5/6, D. 5/; CITY ARMS (Pl. c; C 4), these three in Broad St.; GREYHOUND (Pl. d; C 4), High St.; MERTON (Pl. e; B 5).

Cabs for 1–2 pers. 1/ per mile, 6*d*. for each addit. ¼ m., per hr. 2/6, each addit. ¼ hr. 6*d*., each extra pers. 6*d*. Taxicabs 1/ per mile, 6*d*. each addit. ¼ m., 1/ per 10 min., 3*d*. for each 2½ min. more, each pers. beyond two 6*d*.

Boats for the Wye trip (see Rte. 37) may be hired at the Wye Bridge.

Post Office (Pl. C 4), Broad St.

From *Barr's Court Station* (Pl. A 6; Rfmts.) we proceed viâ Station Road, Commercial Road, and Commercial St. to the small open space known as HIGH TOWN (Pl. C 4). Here stands the **Old House*, a timbered house built in 1620 from the design of John Abel, to whom are due many fine timbered houses in Herefordshire. Formerly part of the Butchers' Row, it was restored and converted into a bank in 1883. In High St., leading W. from this point, is the church of *All Saints* (Pl. B, C 4), with a lofty spire (212 ft.), carved oak stalls (14th cent.), and the register of Garrick's birth (comp. p. 265).

Eign St. and Whitecross St. and Road, continuing High St., lead to (1¼ m.) the *White Cross* (beyond Pl. B 1), a hexagonal shaft erected by Bp. Charlton in 1347 in thanksgiving for the departure of the Black Death (stepped base alone original). The markets were held here during the plague.

From All Saints (see above) Broad St. leads S. to the cathedral close, passing the *Post Office* (Pl. C 4) and the *Public Library & Museum* (r.; fine Roman altar, etc.).

***Hereford Cathedral** (Pl. C, D 4), dedicated to SS. Mary and Ethelbert, is a small but interesting building, illustrating many architectural styles. Visitors usually enter by *Bp. Booth's Parvise Porch*, on the N. side (adm. to choir and Lady

Chapel 6*d*.). Services on week-days at 10 & 4.30, on Sun. at 10.30 & 3. Dimensions, see p. xlix.

History. Legend has it that the ghost of St. Ethelbert of East Anglia, murdered by Offa of Mercia in 794, demanded burial at Hereford; and in 825 a successor of Offa built over the miracle-working tomb of the saint what was probably the first stone church on this site. A later Saxon church was burned down, along with the town, in the Welsh invasion of 1056. The first Norman bishop, *Robert de Losinga*, began to rebuild the ruined church in 1079, but if, as tradition asserts, his church was circular, it must have been obliterated by his successor *Reynelm* (1107–15), who is styled on his tomb 'founder of the church.' Yet the 11th cent. character of parts of the E. end suggests that Reynelm's claim is excessive. *Robert de Bethune* (1131–48) completed the nave "with great solicitude and expense" and renovated the choir. *William de Vere* (1189–99) radically altered the plan of the E. end, and added a Lady Chapel, the floor of which was afterwards raised by the construction of a lofty crypt. The N.W. Transept was rebuilt c. 1260, and the inner N. Porch was added by *Bp. Swinfield* (1282–1317). The dignified Central Tower (165 ft. high), erected on the Norman piers and arches, and the Chapter House are due to *Bp. Adam of Orleton* (1317–45). *Bp. Booth* (1516–35) added the outer N. Porch. The fall of the W. tower in 1786 afforded *Wyatt* an opportunity of pulling down the W. bay and destroying much Norman work in the nave and of erecting a new W. front after his own idea of Gothic. The latter has fortunately been replaced by a new façade in the 14th cent. style, by *J. Oldrid Scott*, completed in 1905. The E. end and crossing were restored by *Cottingham* in 1843, the whole building by *Sir G. G. Scott* in 1856–63.

Interior. The Nave (12th cent.), one of the richest Norman designs in England, though evil entreated by Wyatt (see above), who is responsible also for the present triforium, clerestory, and vaulting, still preserves its real grandeur in the eight massive piers, the main arches, with their carvings and mouldings, and the noble arches that support the tower. The sculptured *Font* is likewise Norman. The *Aisles* are late-Dec., on Norman foundations. The vaulting of both nave and aisles was coloured by Cottingham. Features of interest are the Jacobean oak pulpit and the monuments of Sir Richard Pembridge (d. 1375; S. aisle) and Bp. Booth (d. 1535; N. aisle). — The *North Transept, in a rich Dec. style, may have been built to be ready for the exquisitely designed tomb of Bp. D'Acquablanca (d. 1268), but is mainly associated with the shrine of Bp. Thomas Cantelupe (d. 1282), a saint whose remains worked miracles and attracted pilgrims. The *Pedestal of his magnificent tomb stands in the transept aisle. Under the great window, the largest example of Geometrical tracery in England (glass by Hardman), is the richly canopied tomb of Bp. Thomas Charlton (d. 1369). — The *South Transept retains its Norman character. The primitive design of the E. wall is probably due to Losinga (see above), with later work in the triforium arch above the aisle. Bp. Trevenant (d. 1404), who made the Perp. alterations in this transept, lies under the S. wall. On the W. side is a fireplace. On the E. wall is the famous **Mappa Mundi*, executed on vellum by Richard of Haldingham c. 1313, a typical mediæval map, with Jerusalem in the centre and Paradise at the top (i.e. to the E.). — The *Tower Lantern*, with its many shafts, and curious gratings, was hidden by a 15th cent. roof until 1843.

The ornate metal and enamelled *Choir Screen* was designed by Sir Gilbert Scott. In the solemn *Choir (dedicated in 1110) the rich Norman triforium is surmounted by a graceful E.E. clerestory, which, like the vaulting, dates from the 13th century. The main arches are supported by massive piers, and the capitals of the semi-detached shafts are richly carved. At the E. end is a grand Norman arch (surmounted by a blind arcade) which originally gave upon the central one of three low apses. In the axis of this arch now rises a pier of the processional aisle belonging to Bp. de Vere's alteration (1186–99), with a broad spandrel covered with sculpture, which, like the reredos beneath, is modern. The *Choir Stalls* and *Bishop's Throne* date from the 14th century. A marble slab opposite the throne marks the supposed spot of St. Ethelbert's shrine (see p. 263). The ancient chair to the left of the altar is said to have been used by King Stephen. Of several brasses, that to Bp. Trilleck (1360) in the chancel floor is specially good. Opening from the N. choir aisle is the pretty little *Chantry of Bp. Stanbury* (1470). A door W. of it leads to the *Archive Chamber*, formerly entered only by a kind of drawbridge, crossing the large window in the N.W. transept. The "genuine monastic library," originally kept here, is now in the new library (see below). — The choir ends at the East Transepts, formed on the basis of the Norman apsidal chapels at the end of the 14th century.

The E.E. *Lady Chapel (c. 1220), despite its interior want of height, is beautiful, especially the clustered window-shafts and the E. end with its five lancets (restored). In the Perp. recess on the N. is the fine tomb of a 14th cent. knight. In the easternmost bay on this side is the monument of Joanna de Bohun (d. 1327), under a painted arch. Another remarkable example of monumental sculpture is the effigy of Dean Berew (d. 1462), on the S. wall of the vestibule. On the S. side, behind an open screen of painted stone, is the lovely little *Audley Chantry* (1492–1502), with a good groined roof and fragments of old glass. — The E.E. Crypt, the one instance of an English crypt founded later than the 11th cent., is entered by a porch on the N. side of the Lady Chapel.

A covered walk, with finely carved oak roof, known as the *Vicars' Cloister*, leads from the S.E. transept to the College of Vicars-Choral (Pl. D 4), built round a quadrangle (1472; hall of the 18th cent.). A second cloister, of two walks (Perp.), known as the *Bishop's Cloister*, with vigorous grotesques, is entered from the S. side of the nave. In the E. walk is the walled-up doorway of the ruined *Chapter House*, and against the S. wall are remains of a two-storied *Norman Chapel*. The square tower, with an upper chamber, at the S.E. corner has always been called the '*Ladye Arbour*.' On the W. side is the *Library* (1897), containing nearly 2000 vols., including many rare and early printed books. Anglo-Saxon Gospels (1050) and a Missal 'secundum usum Hereford' (1265) are noteworthy among the 236 MSS. — Triennial Musical Festival, see p. 256.

The *Bishop's Palace* (Pl. D 4) stands to the S., between the cathedral and the river. It contains a Norman hall with timber pillars. In Gwynne St., on the wall of the bishop's garden, is a tablet marking the alleged birth-place of *Nell Gwynne* (1650–87). The *Cathedral Grammar School* (Pl. D 4), E. of the cathedral, dates from the 14th century.

Just to the S.E. of the cathedral close, on the river, is CASTLE GREEN (Pl. D 5), preserving the memory of the old castle (p. 262); the pool on its N. side was part of the moat. In the middle is a column to *Nelson*.

We now return to High Town viâ St. Owen St. (Pl. D, C 6, 5), passing the *Town Hall* (1904), the *Shire Hall* (Pl. C 5; by Smirke, 1819), a statue of *Sir G. Cornewall Lewis* (d. 1863; by Marochetti), and *St. Peter's Church* (Pl. C 4, 5; 15th cent. choir-stalls).

Near the beginning of Widemarsh St. (Pl. A, B 4), which runs N. from High Town, is the *Raven Inn* (on the right; formerly the 'Angel'), where *David Garrick* (1717–79) was born. About ¼ m. farther on stands *Coningsby Hospital* (Pl. A 4, 5), or *Black Cross Hospital*, an almshouse for old soldiers and servants, erected in 1614 on the site of a commandery of the Knights Hospitallers (Norman arch still in situ). The inmates (occasionally at least) wear a red uniform: the visitor is shown round by the 'Corporal' (fee). In the garden are a Preaching Cross and other relics of a monastery of Black Friars (1276).

The most popular excursion from Hereford is the descent of the *Wye* by boat, which is sometimes begun here instead of at Ross (comp. below). Walkers or cyclists will find their account also in ascending the bank of the Wye to Hay or Rhayader. — Among points of interest in the more immediate vicinity are *Kentchester* (5 m. W.), the site of *Castra Magna;* the Roman settlement nearest Hereford, *Holme Lacy* (p. 262; 4 m. S.E.), and *Dinedor Hill* (3 m. S.), with a British camp and a view. Longer trips may be made to the late-Norman *Church at *Kilpeck* (8 m. S.W.), *Malvern* (p. 276), *Leominster* (p. 269), *Tewkesbury* (p. 259), etc.

From Hereford to *Worcester*, see Rte. 39; to *Shrewsbury*, see Rte. 38; to *Wales*, see the *Blue Guide to Wales*.

37. THE VALLEY OF THE WYE.

The **Wye** (Welsh *Gwy*, water) rises on the slopes of Plinlimmon in Wales, 15 m. E. of Aberystwyth and only 2 m. from the head-waters of the Severn. It flows to the S.E. viâ Rhayader, Builth Wells, and Hay to Hereford (p. 262), and then to the S., joining the Severn near Chepstow (p. 268) after a course of 130 m. Walkers may spend a very pleasant week in following its whole course from source to mouth, but the majority of tourists will content themselves with a visit to the Lower Wye. The most beautiful scenery is on the section between Gloucestershire and Monmouthshire. The Wye, like the Severn, is a good salmon stream, and its fisheries are valuable. The 'coracle,' still seen here and there on the Wye, a portable boat shaped like half a walnut and made of tarred canvas on a light frame, perpetuates an ancient British type. — Ross is the usual starting-point for a visit to the Lower Wye; but the boating-trip is sometimes begun at Hereford (p. 262), with night-halts at Ross and Monmouth (from Hereford to Tintern c. 35/, from Ross 30/, with one boatman). Those who include Raglan (p. 267) should arrange to spend the night there.

Ross, see p. 262. The ***Lower Wye**, passing some of the loveliest river-scenery in England ("a succession of nameless beauties"), flows S. to Chepstow, joining the Severn estuary just below the town after a devious course of c. 40 m. (direct distance little more than half). Besides its natural beauties, the trip includes the historic interest of Monmouth (with

Raglan Castle within easy reach) and the romantic appeal of Tintern Abbey.

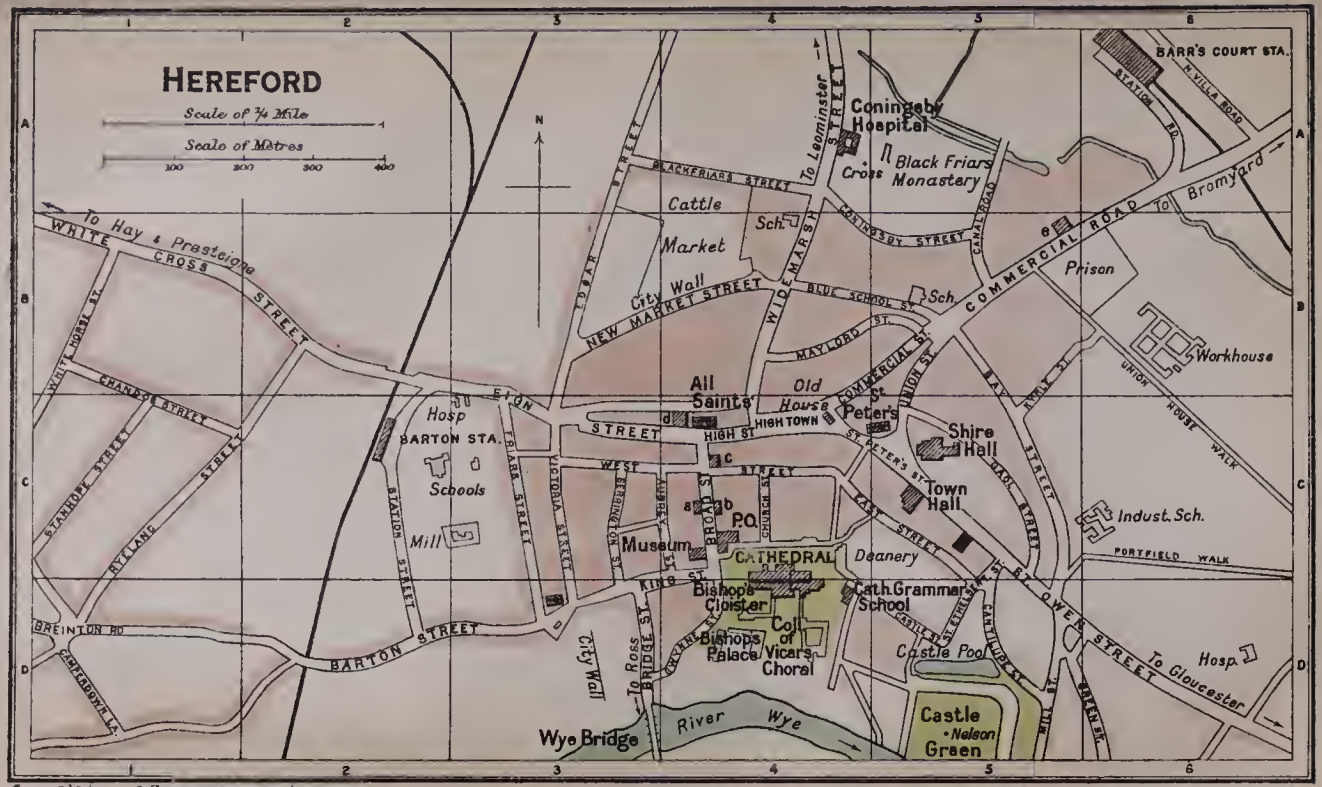
Hurried travellers may go from Ross to *Chepstow* by the railway (27 m., in 1¼–2¼ hrs.), which hugs the stream great part of the way and offers good though fleeting glimpses of its charms. A good plan is to go by boat to (20 m.) Monmouth (c. 15/) or to (31 m.) Tintern (c. 25/) and walk or drive viâ the Wyndcliff (p. 267) to Chepstow (16 m. or 5½ m.), especially as the tidal part of the river (extending to St. Briavels) is not attractive at low water. But various good compromises of this character are possible, and the exact proportions of river, rail, and road must be determined by individual taste and weather conditions. The points that should not be missed are Symond's Yat, Tintern, and the Wyndcliff. — The following description refers to the boat-trip, but will be practically as useful to the traveller by road or railway.

Just below Ross the river is comparatively tame, the only object of interest being *Wilton Castle* (r.), a ruin of the 12–16th cent., with a modern house annexed, now owned by Guy's Hospital in London. We pass under *Wilton Bridge*. 5 m. (by the river; r.) *Goodrich Court*, in an Edwardian style, and *Goodrich Castle*, a finely situated Norman ruin (open 11–6, except Sun., adm. 6*d*.). This was the scene of Wordsworth's 'We are Seven' (1793). Below (1 m.) *Kerne Bridge* (rail. stat.) the river makes a long loop, and the scenery becomes more diversified. The right bank now belongs to *Herefordshire* (p. 261) and then (beyond Wyaston Leys) to *Monmouthshire*, the left bank to *Gloucestershire* (Forest of Dean p. 257). At (3½ m.) *Lydbrook* (rail. stat.; comp. p. 257) we pass under another bridge.

The picturesque border-county of **Monmouthshire**, though it has been included among English counties since 1535, has close affinities with Wales and is described in the *Blue Guide to Wales*.

At (1½ m.) the **Coldwell Rocks* (l.) the river makes another wide bend to the N. (c. 4 m.), returning to within about 650 yds. of the beginning of the loop. The tourist should leave his boatman to take his craft round the bend while he ascends ***Symond's Yat*** (740 ft.), rising between the two reaches of the river and commanding a wonderful view. *Symond's Yat Station* (Royal Hotel; Prospect House) lies on the water's edge, at the foot of the lofty and precipitous rocks which here wall in the Wye. The river now sweeps round the *Great Doward*, crowned with an old encampment. Farther on are the *Little Doward* (r.; tower), the beautiful woods of *Lady Park* (l.), and *Wyaston Leys* (r.; 3 m. from the Yat). The valley expands.

2 m. (20 m. from Ross; 11 m. by road) **Monmouth** (*Beaufort Arms*; *King's Head*; *Old Angel*), a county town with 5269 inhab., is finely situated on the W. bank of the Wye, at the point where it is joined by the *Monnow*. In the ruined *Castle*, built by John of Gaunt (14th cent.), was born Henry V (1387–1422), hence called 'Harry of Monmouth.' The 13th cent. *Gateway* on the old Monnow bridge is a unique example in England of a fortified gateway actually standing on a bridge. Just above the bridge is the small Norman *Church of St. Thomas Becket*. *St. Mary's Church* (modern) has a very graceful old spire (Dec.). Geoffrey of Monmouth (d. 1154) was born here, but the building known as his 'Study' is of later date. In Agincourt Sq., opposite the *Shire Hall*, is a bronze statue



From Ordnance Survey, by permission.

John Bartholomew & Son, Ltd., Edin.r

(by Goscombe John) of the Hon. C. S. Rolls, the aviator (p. 23), accidentally killed in 1910. 'Monmouth caps' (Henry V, iv. 7) were worn by soldiers.

There are two railway stations here: *Monmouth Troy*, S. of the town, and *May Hill*, near the bridge. Passengers for Tintern and Chepstow change at the former, as the trains from Ross diverge here for Raglan and Pontypool Road (see below).

Just across the river from Monmouth is *Kymin Hill*, the *View from which repays the hour or so it takes to climb. Another fine *View is obtained from the *Buckstone*, a rocking stone, 1¼ m. S.E. of Kymin Hill (once, like the Logan Rock mentioned at p. 186, overset by tourists and afterwards replaced).

The most inevitable of the many attractive excursions from Monmouth is that to *Raglan* (Beaufort Arms), 6½ m. S.W., easily reached by either road or rail. ***Raglan Castle** (adm. 6*d.*; closed on Sun. morning), one of the most superb ruins in England, dating from the 14–15th cent., was defended for 10 weeks in 1646 against Fairfax by the octogenarian Marquis of Worcester. The second Marquis, who seems entitled to the credit of having made the first useful steam-engine, erected it at Raglan to raise water (1663). Field-Marshal Lord Raglan (d. 1855), of Crimean War fame, took his title from this town. — The railway goes on to (18¼ m. from Monmouth) *Pontypool Road* (see the *Blue Guide to Wales*), passing (12¼ m.) **Usk** (*Three Salmons*), a small town on the Usk, with a salmon-fishery and a 12th cent. castle and church.

Below Monmouth the stream curves to the left and the valley contracts. We pass under the railway. 1¾ m. (l.) *Penallt*, with *Troy House* (now a nunnery; fine oak-panelled room) behind it. ¾ m. *Redbrook* (r.; rail. stat.), with tin-plate works. 4 m. *St. Briavels Station* (r.), 2 m. from St. Briavels (p. 257). 1 m. *Llandogo* (r.); 2 m. *Brockweir* (l.). Just below this (r.) are *Tintern Parva* and *Tintern Station*, and then, beyond a loop, we reach (1½ m.) *Tintern Abbey* (on the same side).

***Tintern Abbey** (open from 9 to 5 or 8; adm. 6*d.*), on a narrow strip of level river-margin, encircled by thickly-wooded hills, is the most romantic Cistercian ruin in England. The abbey was founded in 1131, but its roofless church, still retaining its clerestory and much of its tracery, was not completed till 1287. It is in the Transition style from E.E. to Dec. and is notable for its beauty of composition and delicacy of execution. The secular buildings (13th cent.) are relatively unimportant. — Immediately to the N.W. is the village of *Tintern* (Beaufort Arms, pens. 12/6; George; Rose & Crown).

Between Tintern and Chepstow the Wye makes so many loops and bends as to double the direct distance of 3½ m. At full tide this is, perhaps, the finest bit of scenery on the river, but at low water much of its charm disappears. On the left is *Tidenham Chase*, with the *Devil's Pulpit* and *Plumber's Cliff*. On the right rises the ***Wyndcliff** (970 ft.), the summit of which displays one of the most remarkable and beautiful views in England ("the grouping of the landscape is perfect"). The Severn is visible to the S. We next round the peninsula of *Llancaut*, beyond which (r.) are the rocky buttresses known as the *Twelve Apostles* and the *Piercefield Woods* (p. 268). Another gentle bend brings Chepstow Castle into view, and soon afterwards we reach *Chepstow* itself (p. 268), 7 m. from Tintern and c. 38 m. from Ross. The Wye flows into the *Severn Estuary*, 2 m. below the town.

The walk from Tintern to (5¼ m.) Chepstow is certainly preferable to the river at low water, and in any case the top of the Wyndcliff should be visited now or later. From Tintern Abbey we follow the

road leading S.W. and S. to (2½ m.) the *Moss Cottage*. Here we pay 6*d.* for admission to the winding path to the top of the Wyndcliff (see p. 267). The best view is obtained from a platform on the edge of the cliff. In descending we take the path to the right, leading S. to the road, which it reaches ½ m. W. of Moss Cottage. Another ½ m. brings us to the village of *St. Arvan's*, 2 m. from Chepstow by road. On Wed., however, we have the alternative of walking through the beautiful grounds of *Piercefield Park*, leaving the road before reaching St. Arvan's.

Chepstow (*Beaufort Arms*; *George*), a town with 2953 inhab., on the W. bank of the Wye, is a station on the G.W.R. (comp. pp. 257, 266) and a good centre for excursions. **Chepstow Castle* (open daily, incl. Sun., 9–8; 6*d.*) is of great extent and in tolerable preservation, highly picturesque in form, and strikingly situated on a steep platform of rock, washed by the Wye. It is mainly of Edwardian date (14th cent.), but the third of its four courts was probably the original Norman keep. Henry Marten (1602–80), the regicide, was confined for 20 years in the fine drum-tower, and Jeremy Taylor also was imprisoned here in 1655. The church of *St. Mary*, near the bridge, has undergone an unusual number of alterations but retains a considerable portion of Norman architecture (nave, W. door, etc.). The *Town Walls*, with the W. gate, may still be traced throughout most of their course. — At Chepstow, Beachley, and Portbury large national shipyards were begun in 1916 for the production of standardized ships. The Wye from this point to its mouth is lined with slipways.

The most popular short excursion from Chepstow is that to (3 m.) the *Wyndcliff* and (5½ m.) *Tintern Abbey* (see p. 267; coach in summer, return-fare 2/6, carr. 10/6–12/6; boat practicable if tide suits). — *Raglan Castle* (p. 267) may be reached either viâ Monmouth (p. 266) or by direct road (12 m.). — *Caldicott Castle*, 5½ m. S.W. (1½ m. from Portskewett station, p. 257), is a good specimen of military architecture (round keep of 13th cent., etc.), remarkable for the perfection of its masonry. About 1½ m. N. is *Caerwent* (Ship), the *Venta Silurum* of the Romans, an advanced post of considerable importance, parts of the walls, bastions, and other works of which have been brought to light. There is a small museum (6*d.*) and others of the antiquities found here are preserved at Caerleon and Newport. — *St. Briavels* (p. 257) is 8 m. N. of Chepstow.

38. FROM HEREFORD TO SHREWSBURY.

50¾ m. L. & N.W. and G.W. Joint Railway in 1–2 hrs. (8/6, 4/3). This line is traversed by through-trains and carriages from Cardiff, Bristol, Exeter, Plymouth, etc., going on viâ Crewe (comp. p. 274) to Liverpool, Newcastle, and Scotland.

Motor Route, 53 m. We quit Hereford by Widemarsh St. (Pl. B 4). 9 m. *Hope-under-Dinmore*. — 4 m. *Leominster* (p. 269). — 6 m. *Brimfield*. — 5 m. **Ludlow** (p. 269). — 7 m. *Stokesay* (p. 270). — 1 m. *Craven Arms* (p. 270). — 8 m. **Church Stretton** (p. 271). — 13 m. **Shrewsbury** (p. 271).

Both road and railway pass from Herefordshire (p. 261) into **Shropshire**, or **Salop**, the largest of the inland counties of England and a border-county towards Wales, which latter fact enlivened its early history. The portions next Wales are generally hilly or even mountainous, while to the N. and E. of the Severn extend fertile plains, in which the numerous meres are a characteristic feature. The region about Ludlow is celebrated in A. E. Housman's 'A Shropshire Lad,' but Church Stretton is an even more attractive centre.

Hereford, see p. 262. About 2 m. from Hereford the line to Worcester (Rte. 39) diverges to the right, while our line

WYE VALLEY

ROSS
Ashfield
Caughton
Walford
Walford Road
Walford
Goodrich
Welsh Bicknor
Marstow
Whitchurch
Trewen
Lydbrook
Lydbrook Jun.
Lydbrook Tram
Rockfields
Bolsterstone
Bolsterstone Rocks
Rosemary Cottage
Bridgend
Bridgend Cott.
Bridgend Farm
Bridgend Tram
Bridgend Tram Cott.
Bridgend Tram Cott.
Bridgend Tram Cott.

ascends the pastoral valley of the *Lugg*, a feeder of the Wye. Beyond (7 m.) *Dinmore* we penetrate *Dinmore Hill* (520 ft.) by a tunnel ¾ m. long. About 2 m. S. of (10 m.) *Ford Bridge* is *Hampton Court*, a castellated mansion built by Sir Rowland Lenthall with the ransom of prisoners taken at Agincourt (1415). We cross the *Arrow*.

12½ m. **Leominster** (pron. 'Lemster'; *Royal Oak*, R. or D. 5/, L. 3/6; *Talbot*; *Waverley Temperance*), a town of 5737 inhab., at the confluence of the Lugg, Arrow, and Pinsley, originated in the monastery of *Leofminstre*, founded in the 7th cent. and afterwards succeeded by a Benedictine priory (12th cent.). The *Priory Church (SS. Peter and Paul), now the parish church, illustrates every style from Norman to Perp. and has been restored and enlarged (fine ball-flower ornamentation). The ancient ducking-stool in the N. aisle was last used in 1809. Of the ancient timbered houses the most interesting is the *Butter Cross* or *Market House* (1633), removed in 1883 to the *Grange Pleasure Grounds*, a little S. of the church. On the *Clarke Almshouses* (1736; rebuilt 1874) is a quaint effigy over a trenchant inscription in favour of thrift.

From Leominster lines run E. to (27½ m.) *Worcester* (see p. 282) and W. to (12 m.) *Titley*, whence other lines radiate to *Presteign*, to *New Radnor*, and to *Eardisley*. About 2 m. N.W. of (4½ m.) *Kingsland*, on the Titley line, is *Mortimer's Cross*, where the Lancastrians suffered defeat from the Yorkists in 1461.

At (18¾ m.) *Woofferton* we cross the boundary of *Shropshire* or *Salop* (p. 268) and reach the valley of the *Teme*. *Orleton Court*, 2 m. S.W., is a fine specimen of a timbered mansion (16th cent.).

From Woofferton a branch-line runs to (24½ m.) *Kidderminster* (p. 281). The second station on this line is (5¼ m.) *Tenbury Wells*, on the *Teme*, with mineral wells and a church containing interesting monuments. Farther on is (14¼ m.) *Cleobury Mortimer*, 2 m. E. of the little town, the supposed birthplace of the poet Langland (p. 276). The restored church has a Trans. Norman tower and some good 13th cent. work. A light railway runs from Cleobury to (12 m.) *Ditton Priors* (church with 17th cent. paintings). — 20¾ m. *Bewdley* (p. 281).

To the right rise the *Titterstone Clee Hills*, the highest point of which (1749 ft.) bears an ancient camp (view).

23½ m. **LUDLOW** (*Feathers*, R. from 4/6, L. 3/, D. 4/6; *Angel*; *Bull*), finely "seated upon a hill at the joyning of the Teme and the river Corve," is an interesting town (5926 inhab.) with many quaint old houses. From the station we enter the town by Corve St., passing the *Feathers Hotel*, a notably fine Elizabethan half-timbered house with Jacobean carving (1603), and at the Bull Ring we turn to the right (W.). A little farther on, short of the *Butter Cross*, a short street on the right leads to the noble parish church of *St. Lawrence*, which has a good 15th cent. tower (130 ft.), a remarkable E. window (15th cent. glass), and a hexagonal porch. The reredos, choir-stalls, and many of the monuments repay examination.

Opposite the E. end of the church stands the picturesque *Reader's House* (10–6; adm. 6*d*.), a half-timbered Tudor edifice with a Jacobean porch, incorporating some fragments of a much older stone 'church

house,' acquired in the 14th or 15th cent. by the ancient Palmers' Guild. In the 18th cent. it was the residence of the 'reader,' an assistant to the rector of the parish, appointed by the trustees of the guild.

From the Butter Cross High St. leads W. to Castle Square, in which stands the new *Town Hall*. On the right is the *Post Office*. The *Museum*, in Mill St. (diverging to the S.), contains antiquities and fossils, especially from the 'Ludlow Group' of rocks. In Castle Square, near the entrance to the castle, is *Castle Lodge*, a dignified Tudor mansion. — The imposing *Castle (open daily 10–6, except Sun.; adm. 6*d.*), dating from the Norman period but with many later features, was long the seat of the Lords President of the Marches, but was suffered to fall into ruin in the 18th century.

Over the *Gateway* by which we enter the Castle Green are the rooms in which Samuel Butler (then steward to the Earl of Carbery) wrote great part of 'Hudibras' (1661–62). To the left appears *Mortimer's Tower*, the alleged prison of Hugh de Mortimer, a sturdy opponent of Henry II. Beyond the inner moat rises the Norman *Keep* (110 ft. high), the oldest part of the castle; and beside it is the entrance to the inner ward, in which stands a late-Norman round chapel. To the W. are the suite of rooms in which Prince Arthur, elder brother of Henry VIII, died in 1502, the year after his marriage with Catherine of Aragon; the *Council Hall* (now roofless) in which Milton's masque of 'Comus' was presented in 1634, when the Earl of Bridgewater came to Ludlow to take up his appointment as lord-lieutenant of Wales (1631); and the rooms occupied by the little Edward V and his brother, just prior to their removal to the fatal Tower of London.

Broad St., leading S. from the Butter Cross (p. 269), contains several old houses with projecting upper stories and ends at the old *Broad Gate*, the sole survivor of seven town-gates. Thence Ludford Bridge leads across the Teme to (½ m.) *Ludford*, with a 13th cent. church (St. Giles's) and Ludford House (14th cent.).

The environs of Ludlow are very attractive. Among the nearer points of interest are *Stanton Lacy* (3 m. N.), at the beginning of *Corve Dale*, with a pre-Norman church; the *High Vinnals* (view) and *Richard's Castle* (3½ m. S.W.), a pre-Conquest instance of a Norman mote-and-bailey castle (p. xxxiv); *Bringewood Chase* (3 m. W.; view); *Downton Castle* (18th cent.; 5 m. W.); and *Wigmore Castle* (12–14th cent., 8 m. S.W.).

30¾ m. **Craven Arms** *& Stokesay* (*Rfmts.*; *Craven Arms*; *Stokesay Castle*, pens. 10/–12/6) is a railway junction at a village named after a coaching inn. **Stokesay Castle*, 1 m. S., is the oldest (13th cent. in parts) and probably the finest example in England of a moated and fortified manor-house (open daily 9–6, adm. 6*d.*; comp. p. xxxii).

A branch-line runs hence to (28½ m.) *Wellington* (p. 227). — 17 m. **Much Wenlock** (*Gaskell Arms*; *Raven*), the chief intermediate station, is a small town (2148 inhab.) with a good *Church* (Norman to Perp.) and a half-timbered *Guildhall*, supported upon wooden pillars. Two of these pillars bear wrist-fetters to fit them as whipping-posts, and the old stocks are preserved within. ***Wenlock Abbey**, founded as a nunnery in the 7th cent. by St. Milburga, was refounded in 1080 by Roger de Montgomery as a Cluniac priory. The picturesque remains (open 10–7 on week-days; adm. 2*d.*) include the ruins of the church (E.E.) and the Norman chapter-house. The late Gothic and Norman priors' lodge is now a private residence. — 20¼ m. *Buildwas*, with its abbey, see p. 281. — 21½ m. *Coalbrookdale*, 'the cradle of the iron-trade.'

Another branch runs from Craven Arms to (10¼ m.) *Bishop's Castle*, a small town with quaint houses and shops but no longer a castle.

Craven Arms is also on the line from Shrewsbury to Swansea, etc. (see the *Blue Guide to Wales*), which runs to the S.W. — 2½ m. (from Craven Arms) *Broome*, on this line, is the station for *Clungunford*, 1½ m. S., and for **Clun** (*Buffalo*), 6 m. W., situated on the *Clone*, here crossed by an ancient bridge. Clun Castle, dating from the reign of Stephen, is described by Sir Walter Scott in his 'Betrothed' under the name of 'Garde Doloureuse.' It was blown up by the Parliamentary forces, and the ruins now belong to the Duke of Norfolk, who takes his title of Baron Clun from this place. Near *Whitcott Keysett*, 2 m. N.W., is a remarkable menhir, 8½ ft. high. — In the church of *Leintwardine*, 3 m. S.E. of (5 m.) *Hopton Heath*, is the tomb of General Tarleton (1754–1833), who served in the American Revolutionary War. At (12¼ m.) *Knighton* (Norton Arms; Swan) the railway crosses the *Teme* and enters Wales (Radnorshire).

The line to Shrewsbury now runs along the section of *Watling Street* that led from Wroxeter (Uriconium) to Leintwardine (Bravonium) and has given name to Church Stretton. — 38 m. **Church Stretton** (*Church Stretton Hotel*; *Longmynd*, high up), a favourite and high-lying health-resort (c. 650 ft.), is picturesquely situated among the Stretton Hills, on the slopes of the *Longmynd* (1696 ft.; view), which rises to the W.

Attractive walks may be taken to *Cardingmill Valley*, just above the station; to *Caer Caradoc* (1506 ft.; 2 m. N.E.), with a large British camp and Caractacus's Cave; to *Little Stretton* (1¾ m. S.), passing the site of the now vanished Brockhurst Castle; to the top of the *Longmynd*, etc.

About 1 m. N.W. of (44½ m.) *Dorrington* is the 13th cent. church of *Stapleton*, which prior to 1300 consisted of two stories (the lower one perhaps intended for a store). — 46½ m. *Condover* has a church with one of the best 17th cent. naves in England, formed by throwing the early nave and N. aisle into one after the fall of the central tower (1660). The N. transept is late-Norman. *Condover Hall* is a good later-Elizabethan stone house. To the left of the station rises the charming *Lyth Hill* (views).

50¾ m. **SHREWSBURY** (pop. 29,389), the county town of Shropshire, is strikingly situated on a peninsula of rising ground, encircled by the Severn on all sides but the N. Its mediæval remains — churches and timbered houses — its picturesque, quaintly named streets, its fine situation, and the beauty of its environs invest it with great interest for the tourist. A few hours are sufficient for a rapid inspection. Both *Pengwern*, its British, and *Scrobesbyrig*, its Saxon name, indicate its position in the centre of a wooded plain. It is one of the gateways to Wales.

Railway Stations. *General Station* (Pl. B 5, 6; Rfmts.), a joint station of the G.W.R. and L. & N.W.R. — *Abbey* (Pl. D, E 7) and *West Shrewsbury*, for the light railway to Llanymynech.

Hotels. Raven (Pl. C 4, 5), Castle St.; George (Pl. D 3, 4), Shoplatch; Crown (Pl. C 4, 5), St. Mary's St.; Lion (Pl. D, E 5), Wyle Cop, R. from 3/6, D. 4/; Clarendon (Pl. C 4), Pride Hill.

Post Office (Pl. C 4), at the corner of Pride Hill and St. Mary's St.; open 7 a.m. to 10 p.m., Sun. 8.30–10 and 5–6. *Telegraph Office* at the station always open.

Omnibuses to *Bayston Hill* (5*d.*) and *Bicton Heath* (4*d.*) every 2 hrs.

Shrewsbury is noted for its cakes, ale, and brawn. "A Shrewsbury cake of Pailin's own make" (Ingoldsby Legends; celebrated also by Congreve and Shenstone) may be obtained at *Plimmer's* (Pl. C 4, 5), 16 Castle St.

Close to the General Station and conspicuously situated on the neck of the peninsula (only 300 yds. across) rises the CASTLE (Pl. B 5), "builte in such a brave plott that it could have espyed a byrd flying in every strete." Founded in 1070 by Roger de Montgomery and rebuilt in the time of Edward I, it was modernized by Telford and is now the property of Lord Barnard. It is approached from Castle Gates (beside the Presbyterian church); visitors are admitted to a summer-house in the gardens, which commands a beautiful view. Opposite the castle entrance is the *Museum & Free Library* (Pl. B 4, 5; open daily 10–12.30 & 2–5.30; closed on Fri. mornings), occupying the old buildings (17th cent.) of Shrewsbury School (p. 273) and containing some interesting Roman relics from Wroxeter (p. 274). In front is a fine bronze statue of Darwin (p. 273). Farther on, on the left, is the fine half-timbered gateway (1620) of the *Council House* (Pl. C 5), the meeting-place of the Council of the Marches, occupied by Charles I in 1642 and by James II in 1687. On the right are Plimmer's (see p. 271) and the Raven Hotel, where Farquhar wrote 'The Recruiting Officer' (1705), dedicated to "all friends round the Wrekin" (p. 227). This was the first play ever acted in Australia (at Sydney, in 1789). — Opposite the *Post Office* (Pl. C 4) once stood the High Cross.

In St. Mary's St., to the left, is ***St. Mary's** (Pl. C 5), a noble church with an octagonal spire (200 ft.). The nave has Norman arches on E.E. columns, a beautifully carved oak roof, and a Dec. pulpit. The N. aisle was rebuilt during the Commonwealth. The *Stained Glass includes a large 14th cent. Jesse window at the E. end (from old St. Chad's) and 17 scenes from the Life of St. Bernard (early 16th cent.; brought from the Abbey of Altenburg), in the N. wall of the chancel and the S. nave aisle. In the Perp. Trinity Chapel is an effigy of a 14th cent. knight; in the N. chapel is a tablet to Adm. Benbow (1653–1702), born at Coton Hill, to the N. of the town; and below the tower are a monument to Bp. Samuel Butler (p. 273), designed by Chantrey, and the much admired tomb of Gen. Cureton (d. 1848), by Westmacott. — In St. Mary's Place, S. of the church, stands the half-timbered *Drapers' Hall* (Pl. D 5).

St. Mary's St. is continued downhill by Dogpole, and that again by Wyle Cop, with its picturesque old houses, to the *English Bridge* (Pl. D, E 6), a handsome seven-arched structure of 1769, crossing the river to the suburb of Abbey Foregate. On the left in Dogpole we pass the *Olde House* (Pl. D 5), occupied by Mary Tudor, and in Wyle Cop, a little below the Lion Hotel, is a half-timbered house in which Harry Richmond (afterwards Henry VII) lodged on his way to Bosworth Field (1485).

In Abbey Foregate once stood the Monastery of SS. Peter and Paul (founded by Roger de Montgomery), now represented by the ***Abbey Church** (Pl. D 7), built of a deep red stone, with an imposing Dec. W. tower, the basement of which, however, with the doorway, is Norman. The statue

above the magnificent W. window is said to represent Edward III. The transepts and chancel are modern. Many of the numerous monuments in the interior were brought from other churches in Shrewsbury, including (in the N. aisle) that of Speaker Onslow (d. 1571) from Old St. Chad's. A mutilated effigy in the S. aisle is wrongly described as that of Roger de Montgomery (d. 1093?).

Almost the only relic of the monastic buildings is the elegant little *Reader's Pulpit* (14th cent.) of the refectory, in the yard of the *Abbey Station*, S. of the church. — The main (London) road goes on from the church to (½ m.) *Lord Hill's Column* (133½ ft.; view; adm. 2*d.*), erected in 1816 in honour of Viscount Hill (1772–1842), the Peninsular veteran, who was commander-in-chief in England in 1825–39. Monkmoor St. diverges to the N., a little beyond the Abbey Church, to *Whitehall*, a fine stone Elizabethan mansion.

Returning to Wyle Cop we follow Beeches Lane (Pl. E 5) to the W., skirting the only surviving fragment of the 13th cent. *Town Walls*, and passing the *Roman Catholic Cathedral* (Pl. E 4; built by A. W. Pugin in 1856, but still incomplete), the only remaining *Tower* (15th cent.) of the town walls, the *Girls' High School*, and the *Eye & Ear Hospital*. We then ascend Murivance to *St. Chad's* (Pl. D 2, 3), a strangely planned circular church (1792), with a Doric façade and tower. The terrace on which the church stands overlooks the ***Quarry** (Pl. D 1; 25 acres), a beautiful public park on the loop of the Severn, noted for its grand avenues of lime-trees.

On the brow of the hill, on the opposite side of the river, in Kingsland, reached viâ *Kingsland Bridge* (Pl. E, F 2; toll ½*d.*), are the buildings of **Shrewsbury School** (Pl. F 1, 2), founded in 1551 by Edward VI and now one of the leading public schools in England. The present buildings, by *Sir Arthur Blomfield*, were opened in 1882 (comp. p. 272); the Speech Hall was added in 1911. Among its pupils were Sir Philip Sidney, Fulke Greville, Judge Jeffreys, Charles Darwin, and Abp. Thomson. Dr. Butler (p. 272), later Bp. of Lichfield, was its famous headmaster for nearly forty years (1798–1836).

From the Quarry we may follow the path along the river bank to the *Welsh Bridge* (Pl. B, C 3; 1795), the "roddie waye" to Wales, from the end of which Frankwell St. ascends to *The Mount* (Pl. A 1), birthplace of Charles Darwin (1809–82). From the nearer end of the bridge Mardol (Pl. C 3) leads S. to the centre of the town, nearly every street in which contains some quaint old buildings. In Hill's Lane, on the right, is *Rowley's Mansion* (1618). Behind the *New Market House* (1869), at the top of Mardol, is *Bellstone House* (c. 1582), now a bank. In High St. are *Ireland's Mansion* (c. 1580) and *Owen's Mansion* (c. 1592). Off High St. opens *Market Square* (Pl. D 4), with the *Old Market Hall*, an Elizabethan building of 1596, and a statue (by Marochetti; 1860) of Lord Clive, M.P. for Shrewsbury and mayor in 1792. From behind the Old Market Hall Princess St. leads S.E. to *Old St. Chad's* (rebuilt in the 16th cent.), now a cemetery chapel. Thence we turn to the N., viâ Milk St. and Fish St., passing *St. Julian's* and *St. Alkmund's* (Pl. D 4, 5), two churches of ancient foundation but rebuilt in the 18th cent., with the exception of the towers. In Church St., near the latter, is *Jones's House*, where Prince Rupert once

put up. The line of Fish St. is continued by *Butcher Row* (Pl. C, D 4), which contains some of the most noteworthy 15th cent. houses in Shrewsbury and ends at Pride Hill, about ½ m. W. of the railway station.

The Environs of Shrewsbury offer many attractive excursions. To the N. is (3½ m.) *Battlefield Church*, erected in 1408 to commemorate the Battle of Shrewsbury, in which the rebel Earl of Northumberland, his son Hotspur, and the Earl of Worcester were defeated by Henry IV in 1403. Falstaff claimed to have slain Hotspur after a single combat lasting "a long hour by Shrewsbury clock." About ½ m. W. of the church is the picturesque moated mansion of *Albright Hussey*. — To the W. (2 m.) is the decayed *Shelton Oak*, where Owen Glendower is wrongly said to have watched the issue of the battle. — To the N.E. (4 m.) is **Haughmond Abbey** (open daily; adm. 6*d.*, incl. guide-book), founded by William Fitz-Alan for Augustinian canons in 1135. Little is left of the church (12th cent.), but the picturesque remains of the monastic buildings include the chapter-house, the refectory (both 12th cent.), and the large guest hall or infirmary (14th cent.). The ribbed oaken roof of the chapter-house was added after the Dissolution. Behind the chapter-house is the curious little Monks' Well (14th or 15th cent.). — To the S. are (2½ m.) the *Sharpstones* (view), beyond which the walk may be continued past *Bomere Pool* to (4½ m.) *Condover* (p. 271). — To the S.E., beyond (4 m.) *Atcham*, the ancient church of which contains some 16th cent. glass, is (5½ m.) Wroxeter, near which are the interesting remains of the Roman city of *Uriconium* or *Viroconium* (adm. 6*d.*, incl. guide-book), the capital of Britannia Secunda, burned by the West Saxons in 584. The chief remains are the S. wall of the basilica and the public baths; the site, which is 3 m. in circumference, has been partly excavated by the Society of Antiquaries. Wroxeter church, with a Saxon nave and a late 12th cent. chancel, contains many Roman stones. The excursion may be continued to (5½ m. more) *Buildwas* (p. 281). — To the S. is (5 m.) *Pitchford Hall*, the finest half-timbered house in the county (1473); in the church is a remarkable wooden effigy of a knight (c. 1250). The beautiful E.E. church of *Acton Burnell*, 1 m. farther, possesses the finest 14th cent. *Brass in England (that of Sir Nicholas Burnell; 1382). In the ruined manor-house, built by Bp. Burnell, Edward I's chancellor, was held the first Parliament to which the Commons were directly summoned (1283). — Other excursions may be made to *Moreton Corbet* (8½ m.; see below), *Church Stretton* (13 m.; p. 271), *Stokesay* (21 m.; p. 270), *Ludlow* (27 m.; p. 269), *Corve Dale* (p. 270), *Much Wenlock* (13 m.; p. 270), the *Wrekin* (10 m.; p. 227), the *Breidden Hills* (11 m. W.), etc.

From the Abbey Station (p. 271) at Shrewsbury a light railway runs N.E. to (20 m. in c. 1½ hr.) *Llanymynech* (Rfmts.), a station on the line from Whitchurch to Welshpool (see the *Blue Guide to Wales*). This railway (picturesque views) crosses the Severn at (11½ m.) *Shrawardine*; and from (15½ m.) *Kinnerley* a short branch (7 m.) runs to *Criggion*.

From Shrewsbury to Crewe, 32½ m., L. & N.W.R. in 40–90 min. (5/6, 2/8½). The trains run due N., leaving *Battlefield Church* (see above) on the left. 4¾ m. *Hadnall*. Lord Hill (p. 273) is buried in the church. About 5 m. N.E., beyond the Norman church of (3½ m.) *Shawbury*, is *Moreton Corbet*, with a large ruined mansion begun in 1606 in the Italian style. — 10¾ m. *Wem* (White Horse), a small market-town, gave the title of baron to Judge Jeffreys. William Wycherley (1640?–1716) was born at *Clive Hall*, 3 m. S. Hawkstone Park Hotel lies 4½ m. E. — 18¾ m. **Whitchurch** (*Victoria*; *Alexandra*, tea, R., & B. 6/6) is the junction of a branch-line to Chester (see p. 225) and is also the starting-point of the Cambrian Railways (see the *Blue Guide to Wales*). In the church of *St. Alkmund* (rebuilt in a Grecian style in 1713) is the monument of the first Earl of Shrewsbury (1388–1453), Shakespeare's "Old John Talbot" (Henry VI, pt. 1), "who was so renowned in France that no man in that kingdom dared to encounter him in single combat." He was born near Whitchurch and was killed at Castillon, near Bordeaux. — We now enter *Cheshire* (p. 250). About 2 m. S. of (23½ m.) *Wrenbury* is *Combermere Abbey*, formerly belonging to Viscount Combermere, a beautiful mansion on the site of a Cistercian abbey, surrounded by fine woods and overlooking a large mere. — 28½ m. **Nantwich** (*Brine Baths Hotel*; *Crown*; *Lamb*), junction for the

SHREWSBURY
Scale of Yards
0 100 200 300
Scale of Metres
0 100 200 300
FRANKWELL
CASTLE FLDS
RIVER SEVERN
Cricket Field
Cattle Market
Recreation Ground
Gay Meadow
Recreation Ground
PUBLIC QUARRY PARK
Millington's Hospital
St George's Sch.
St George's Ch.
Priory
Public Baths
Park Lodge
Vicarage
Bap. Cha.
St Chad's Schools
St Chad's Ch.
Market Hall
Town Hall
Theatre
Police Sta.
County Police Sta.
Eye & Ear Hospital
Girls H. Sch.
Old Tower
R.C. Convent
R.C. Cath.
Old St Chad's Ch.
Old P.O. Hotel
Unicorn Hotel
Boys Home
St Julian's Friars
Bowling Greens
Tennis Courts
Bowling Green
Public Recreation Ground
Shrewsbury Grammar School
Church
Boat Ho.
Kingsland Estates
Footpath
Sewage Pumping Sta.
Drill Hall
Schools
Trinity Ch
Museum & Free Library
Mercury
Abattoirs
Mech. Cha.
Electric Light Sta.
Plimmer's Haven Hotel
Council House
Gateway
Old Gateway
Castle
Nurses Home
Crown Hotel
Infirmary
St Mary's Ch.
Drapers Hall
Darwin
St Nicholas Ch.
Tower Wall
Town Wall Walk
Gaol
G.P.O. Sorting Off.
Meth. Cha.
Holy Cross (Hospital)
Abbey Church
Abbey Foregate
Abbey Sta.
Technical School
Pulpit
Cha.
English Bridge
Shropshire & Montgomeryshire Rly.
R. Rea
To Stafford, Birmingham & London
To Hereford, Bristol & Swansea
To Belle Vue
Footpath
Longden
Coleham
Belle Vue
Egerton Passage
Belton St.
School Lane
Greyfriars Rd.
Crescent Lane
Mardol
Pride Hill
Wyle Cop
Shoplatch
High Cross
Claremont Hill
Claremont Bank
St John's Hill
College Hill
Swan Hill
Quarry Pl.
Murivance
Belmont
Belmont Bank
Beeches La.
Wyle Cop
Princess St.
Dogpole
Fish St.
Mardol
Barker St.
Bridge St.
Castle Gates
Castle St.
Water Lane
Smithfield Road
Welsh Bridge
Welsh Row
New Walk
Frankwell
Hermitage Walk
Darwin St.
Princess St.
St Georges St.
Mount St.
White Horse Pass
Hunter St.
Athay St.
Hill St.
Stew
Copthorne Rd.
Cotton Hill
Chester St.
Castle Foregate
Howard St.
General Station
Albert St.
Victoria St.
Severn St.
Water St.
Benyon St.
West St.
Burton St.
Beacalls La.
L. & N.W. Western Railway Yard
Raised Footway
Quarry Walk
Ferry
Ferry Walk
Kingsland
Cahonbury
Crescent Lane
Town Walls
Mardol Quay
Mardol Head
Fish St.
Dogpole
Pride Hill
Wyle Cop
Shoplatch
High Cross
Claremont Hill
Claremont Bank
St John's Hill
College Hill
Swan Hill
Quarry Pl.
Murivance
Belmont
Belmont Bank
Beeches La.
Princess St.

G.W.R. to Market Drayton and Wellington (p. 227), is a picturesque old town (7815 inhab.) with a handsome Dec. and Perp. church and many quaint old half-timbered houses. It was once noted for its salt-works; the springs are now used for medicinal baths. — 32½ m. *Crewe*, on the main line of the L. & N.W.R., see p. 250.

From Shrewsbury to *Birmingham* (London) and to *Chester*, see Rte. 32B; to *Worcester*, see p. 281; to *Stafford*, see p. 248; to *Wales*, see the *Blue Guide to Wales*.

39. FROM GLOUCESTER AND FROM HEREFORD TO WORCESTER.

FROM GLOUCESTER, 34¾ m., G.W.R. in 1¼–1¾ hr. (3/10, 2/4½); FROM HEREFORD, 29¼ m., G.W.R. in 1–1½ hr. (5/, 2/5½). These routes unite at *Ledbury*.

From Gloucester Worcester may be reached also by the M.R. trains (28 m. in ¾–1¼ hr.) diverging from the Bristol to Birmingham line beyond Wadborough (see pp. 142, 143).

Gloucester, see p. 253. The train crosses the Severn and runs N.W. viâ (10 m.) *Newent* and (14 m.) *Dymock*, beyond which it enters *Herefordshire* (p. 261). The church of *Kempley*, 2¼ m. W. of Dymock, contains some remarkable wall-paintings of the 12th cent., discovered in 1871. — 19 m. *Ledbury* and thence to Worcester, see below.

Hereford, see p. 262. At (7½ m.) *Stoke Edith* is the finely wooded Stoke Edith Park. — 13½ m. **Ledbury** (*Rfmts.*; *Feathers*; *Royal Oak*) is a small town (3358 inhab.) on the *Ledden*. The *Market House* (1633), though much restored, still rests on its 16 original pillars of chestnut. The *Church*, a large and much altered edifice, exhibits various stages of architecture from Romanesque to Perpendicular. Its massive detached tower has a lofty modern spire. The chapel of St. Catherine is said to be dedicated to a purely local saint of that name. In the churchyard lies Jacob Tonson (d. 1736), the publisher of Dryden and Pope. The *Browning Institute* commemorates Mrs. Browning (p. 487), whose early years were spent at *Hope End*, a house 1¾ m. N. *Ledbury House* is a good timbered structure (16th cent.).

About 2 m. S.E. is *Eastnor Castle* (no adm.), a modern mansion standing in a fine park and containing good paintings and wood-carvings. — The village of *Bosbury*, 3 m. N., has many interesting old houses, with ornamented barge-boards. Edna Lyall (1857–1903) is buried in the church.

A long tunnel brings us to (18 m.) *Colwall*, with two famous oaks (800 years old), beyond which our train tunnels under the Malvern Hills, 600 ft. below the surface, and emerges in Worcestershire.

Worcestershire, intersected from N. to S. by the Severn, is one of the fairest counties of England, with the Malvern Hills on its S.W. border and the lovely *Vale of Evesham*, or valley of the Avon, rich in orchards and market-gardens, in the S.E. Though pre-eminently a fruit-growing country, its N. end touches on and shares the hardware industry of the Black Country (p. 224).

20 m. *Malvern Wells*; 21 m. *Great Malvern* (Rfmts.); 22 m. *Malvern Link* (Rfmts.).

MALVERN, a place of note in ecclesiastical history, attracts by the beauty of its situation and environs, the purity of its air, and the medicinal quality of its springs. The name is shared by seven contiguous places at the base or on the slope of the MALVERN HILLS, a short and narrow range (8½ m. long, ½–1 m. wide) with about twenty summits, varying in height from 1000 ft. to 1400 ft. and forming the watershed between the Severn and Wye. The town of **Great Malvern** (8106 inhab.), at the N. end of the chain, is the chief of the group and the centre of the watering-place life, but pleasant (and quieter) quarters may be obtained in any of the villages. The botanist and geologist will find much of interest on the hills. The whole region was once a royal chase.

Hotels. At *Great Malvern*: IMPERIAL, near the railway station, with gardens, R. from 7/6, L. 5/, D. 6/; TUDOR, high up; FOLEY ARMS; ABBEY, R. from 5/, L. from 3/, D.5/; MALVERN HYDROPATHIC; BEAUCHAMP, HARDWICKE, PORTLAND, GROSVENOR, GOLDHILL, MALVERN HOUSE, and many other private hotels and boarding-houses (pens. from 9/ or 10/6). — At *Malvern Wells*: ESSINGTON; SOUTH LODGE, private. — At *North Malvern*: NORTH MALVERN. — At *West Malvern*: WESTMINSTER.

Cab 1/6 per mile for 1–2 pers., 1/ each addit. mile, 6*d.* for each pers. extra. *Carriage & Pair*, 4/ per hr., 1/6 for each ½ hr. extra. — MOTOR OMNIBUSES ply to *Malvern Wells* (4*d.*), *West Malvern* (7*d.*), and *Worcester* (1/). — EXCURSION BRAKES make the 'Round of the Hills' (fare 1/6) and ply so far afield as *Hereford* (p. 262), *Ross* (p. 262) and the *Wye* (Rte. 37), *Stratford* (p. 342), *Gloucester* (p. 253), and *Tewkesbury* (p. 259). — *Golfers*, *Hunting Men*, and *Anglers* will all find their tastes catered for.

Great Malvern possesses one of the chief springs, *St. Ann's Well*, situated on the slope of the Worcestershire Beacon, 750 ft. above the sea. The fine **Priory Church* (open 10 to 6.30) appears when viewed from without to be wholly a Perp. edifice of the 15th cent., but the interior reveals the Norman nave of the original 11th cent. building. The fine tower somewhat resembles that of Gloucester Cathedral.

The church is notable for its splendid array of 15th cent. glass, the finest windows being those in the S.E. chapel (St. Anne's), the six on either side of the choir, and those in the E. wall of the chancel. The old tiles, on floor and wall, are of unusual interest, and the misericords and monuments deserve attention. — William Langland (1330?–1400?), author of 'The Vision of Piers the Plowman,' a famous poem in the Midland dialect, was probably educated in Malvern Priory, of which a Perp. gateway remains (a little to the W.).

Malvern College (500 boys), on the S. side of the town, founded in 1863, ranks high among English public schools. — In the *Cemetery*, near the railway station, lies Jenny Lind (1820–87).

At *Malvern Wells*, to the S. of Great Malvern, is the *Holy Well* (680 ft.). — At *Little Malvern*, still farther S., are the remains of a Benedictine *Priory* (Perp.), founded in the 12th century. — *West Malvern* is the only one of the group which commands views towards the W. (Herefordshire hills). The *Royal Well* (1150 ft.) is near it. — *North Malvern* still has its old stocks and whipping-post.

ENVIRONS. The chief Malvern Hills, from N. to S., are *West Hill*, *North Hill*, *Sugarloaf Hill*, *Worcestershire Beacon*, *Herefordshire Beacon* or *Camp Hill*, *Swinyard Hill*, *Midsummer Hill*, *Hollybush Hill*, *Ragged Stone*, and *Gloucester Beacon* or *Chase* (or *Keys*) *End*. Most of their

summits are accessible by the easy paths, with benches, which Dr. Gully and other founders of the water-cure " taught to stray over their undulations." — *North Hill* (1326 ft.) is ascended viâ the *Ivy Scar Rock* (½ hr.; good view of Great Malvern and its church). **Worcestershire Beacon** (1396 ft.), the highest (the " lonely height " of Macaulay), is ascended from Great Malvern in ½ hr. (pony 1/). The *View includes 15 " fair counties," the cathedrals of Hereford, Worcester, and Gloucester, the abbeys of Malvern, Tewkesbury, Deerhurst, Evesham, and Pershore, the Wrekin (N.), and the Brecknock Hills (W.). — To the S. of this is the *Wyche Pass* (900 ft.), beyond which we may follow the ridge to *Wynd's Point* (830 ft.; British Camp Hotel) and (3 m.) the *Herefordshire Beacon* (1370 ft.), the top of which was once occupied by a huge and strong British camp, where, according to tradition, Caractacus was captured in 75 A.D. At Wynd's Point is the country-house long occupied by Jenny Lind (Mme. Goldschmidt ; comp. p. 276). The return may be made by the *Jubilee Drive.* — Excursions are often made to *Ledbury* (p. 275) and to *Eastnor Castle* (p. 275 ; 7 m. ; brake viâ Wynd's Point 2/6). — *Birtsmorton* (7 m. S.) has a 16th cent. timbered mansion, with a moat.

From Great Malvern to (12¼ m.) *Tewkesbury* (p. 259) and (14 m.) *Ashchurch*, see p. 143.

As we leave Malvern we have a view of its hills on our left. We cross the *Teme* and, beyond (28¼ m.) *Henwick*, junction for the Leominster line (p. 282), the *Severn*.

29¼ m. **WORCESTER** (47,982 inhab.), an episcopal city and county town, lies mainly on the left (E.) bank of the smoothly flowing Severn. At the time of Henry VIII " no towne of England made so many cloathes yearly as this town " ; but its cloth-trade has now given place to the manufacture of porcelain, sauce, gloves, and other wares.

Railway Stations. *Shrub Hill Station* (Pl. A, B 6 ; Rfmts.), used jointly by the G.W.R. and the M.R. — *Foregate Street Station* (Pl. A 4), a secondary station of the G.W.R.

Hotels. STAR (Pl. a ; B 3), Foregate St. ; CROWN (Pl. b ; B 4), Broad St. ; HOP MARKET (Pl. c ; B 4), Foregate St., R. 4/6, D. from 3/6 ; GREAT WESTERN (Pl. e ; B 5), near Shrub Hill Station ; CENTRAL TEMPERANCE ; VICTORIA TEMPERANCE, Broad St., R. from 2/6.

Cabs. Per drive for 1–2 pers. 1/, 3 pers. 1/6, 4 pers. 2/ ; luggage over 56 lb. 1/ per cwt. — TRAMWAYS traverse the main streets. — MOTOR OMNIBUSES to *Droitwich* (8*d.*), *Bromsgrove* (1/4), *Malvern* (1/), *Upton-on-Severn* (1/2), *Kidderminster* (1/6), *Birmingham* (2/10), etc. ; to *Pershore* (1/) on Mon., Wed., Sat., & Sun. ; to *Tewkesbury* (2/) on Wed. & Sat. ; to *Evesham* (1/10) on Sun. — STEAMERS ply in summer to *Tewkesbury* and other points on the Severn.

Race Meetings take place in March, July, and Nov. on the *Pitchcroft* (Pl. A, B 2).

Post Office (Pl. A 3, 4), Foregate St.

History. Traces (not altogether conclusive) of British and Roman occupation have been found at Worcester (*Wigornia*), but its real history may be begun with the foundation of a bishopric in the Saxon *Wigorna Ceaster* (c. 680). At the Conquest the town was of importance enough to be chosen as the seat of a Norman castle. Its proximity to the Welsh border invited visits from several English monarchs, and it had an average experience of wars and sieges. It was the first city to declare for Charles I in the Civil War, and it was the last rallying-point of the Royalists round the young Charles II, who were defeated before the city by Cromwell in 1651. For its fidelity to the monarchy the city bears the motto " Civitas in Bello in Pace Fidelis."

The ' Worcester Journal,' established in 1690 as the ' Worcester Postman,' is said to be the oldest unofficial English newspaper with a continuous history.

The ***Cathedral** (Pl. D 4) lies near the river, in the S. part of the town, ½ m. from Foregate St. Station (viâ Foregate St., the Cross, and High St.) and c. 1 m. from Shrub Hill Station (viâ Shride Hill, Lowesmoor, St. Nicholas St., and High St.).

This is a cruciform structure (mainly E.E. and Perp.) with aisleless transepts and secondary choir-transcpts, and it has been restored to the pitch of apparent newness. Services on week-days at 8, 10, & 5, on Sun. at 8, 10.30, 11.30, 4, & 6.30. It is open from 9.30 to 6 in summer, to 4 in winter (adm. to choir and crypt 6*d.*, ascent of tower 6*d.*). Dimensions, see p. xlix.

History. The original church was dedicated to St. Peter and served by secular canons. *Bishop Oswald* (961–992) rebuilt the cathedral and incorporated the secular foundation with the Benedictine monastery of St. Mary the Virgin. *St. Wulfstan* (bishop 1062–95) pulled down St. Oswald's church, which had suffered much at the hands of the Danes, and in 1084–89 built a cathedral in the new Norman style, of which the crypt is the chief remaining part. In 1202 the cathedral was devastated by fire, but in 1218 it was dedicated after restoration, a splendid ceremonial attended by the young King Henry III, ten bishops, and many other ecclesiastics and nobles. The 700th anniversary of this event was celebrated by a service on June 7th, 1918. Wulfstan, at whose tomb miracles suddenly began to happen in 1202, was canonized in 1203; and the consequent influx of pilgrims necessitated (and paid for) the building of a Lady Chapel (1224 seq.) and the rebuilding of the choir (1202 seq.). The nave was remodelled in the 14th cent. and (except for the two earlier W. bays) is mainly Perpendicular. The Central Tower (196 ft.), which is the one rich feature of the exterior, was completed in 1374 and commands a fine view of the Malvern Hills (good chimes).

By the impressive *North Porch*, built by Bp. Wakefield (1375–94), we enter the Nave, midway between its nine piers. The two W. bays (c. 1160) are remarkable illustrations of Trans. work; the Norman capitals forctell foliage designs, and the pointed arches are already E.E. rather than Norman. The lofty triforium is of peculiar design. The other seven bays differ entirely from these, and are not uniform. The two pier arches on the N., next the 12th cent. bays, are Dec. (1317–27). The remaining bays are very early Perp., probably built immediately before the vaulting of the nave, completed in 1377. The triforium arcade also differs on the N. and S. side. The tympanum spaces bear sculptured figures from the Old Testament. Those on the S. side are modern. — From the *North Aisle* (1317–27; much restored) opens the *Jesus Chapel*, one of the few remaining chapels in England so dedicated. The lower part of the wall of the *South Aisle* is that of the Norman nave. Five Norman recesses face the present pier arches, two of them being filled with later monumental arches. The two W. bays are of the same date as those of the nave (c. 1160). The rest of this aisle was rebuilt by Bp. Wakefield (see above), who also remodelled the W. front. The present W. end is, however, the design of Perkins (1857–73), who refronted all the façades. Bp. Gauden (1605–62), the probable author of the 'Eikon Basilike,' attributed to Charles I, is buried at the W. end of the S. aisle. The ornate modern *Pulpit* was designed by Sir Gilbert Scott.

The West Transepts are a mixture of Norman and Perp. work, with inconsistent 19th cent. restorations. In the E. wall of each arm is a fine Norman arch. Below this arch, in the N. arm, is Roubiliac's elaborate monument to Bp. Hough (1743); and in this arm are tablets to Mrs. Sherwood (1775–1851), author of 'The Fairchild Family,' and to Mrs. Henry

Wood (1814–87), author of 'East Lynne.' The great *Organ* nearly fills the S. arm of the transept.

Sir Gilbert Scott's screen divides the *Choir from the nave. Of the Norman choir little remains except a buttress or two in the triforium. As a whole the E. end of Worcester Cathedral is one of the most English of our cathedral choirs and second only to that of Beverley Minster (p. 480) as a work of the period (approximate date of completion 1260). Its beauty is best seen in the **Lady Chapel* (begun 1224; sculptured arcade, etc.) and the *East Transepts*. Here the piers and arches are loftier than in the *Presbytery*, built over the Norman crypt, which raises the floor-level considerably above that of the processional path, transepts, and Lady Chapel. The detached shafts of Purbeck marble were added by Bishop Giffard (1268–1302). The **Stalls* are 14th cent. (restored), with 16th cent. canopies. The designs of the 37 misericords are especially vigorous. The pulpit is of the 16th cent., the other furniture modern. In the presbytery is the Tomb of King John (d. 1216), of which the effigy alone (now gilt) is of contemporary work. The rest of the tomb is probably of the same date as the adjacent **Chantry of Prince Arthur*, erected in 1504, two years after his death at Ludlow (comp. p. 270). Within the screen-work on the S. are two fine effigy tombs, assigned to Bp. Giffard (see above) and a 13th cent. lady. One of the best of the many admirable sepulchral effigies in the church is that of a 14th cent. lady in the S. aisle of the Lady Chapel. On the N. wall is a tablet to the second wife of Izaak Walton, with an epitaph by him (1662). The 'Worcester Crucifix,' with the expressive figures of the Virgin and St. John, is an Italian work of the 18th cent. (E. end of S. aisle). — In the N.E. Transept is a monument by Chantrey (to Mrs. Digby; d. 1820).

The many-pillared *Crypt (entered from the S.W. Transept), built by St. Wulfstan in 1084, is the second in date of the four apsidal crypts in English cathedrals. Willis aptly calls it "a complex and beautiful temple," and both its complexity and its beauty must have been greater in its original and more extended form.

The Chapter Library, housed in a room over the S. aisle of the nave, contains some 4000 vols., including various rarities, and many MSS., particularly of canon law.

The remains of the monastic buildings lie to the S., connected with the church by Cloisters (Perp.; restored), which are entered from the S. aisle of the nave. A second entrance on the S. side (from College Green) is by a richly moulded late-Norman door. The bosses of the vaulting are admirable. In the S. walk they represent the ancestors of Christ. In the N. walk adoring angels turn towards the central boss, carved with the Virgin and Child. At the W. end of this walk is a tombstone inscribed 'Miserrimus,' which inspired Wordsworth to a speculative sonnet. He was unaware that the epitaph is that of a Jacobite minor canon, unable to adjust himself to the rule of William III.

From the E. side of the cloisters we enter the Chapter House, originally a circular Norman building, reconstructed externally in decagonal form about 1400. Along the S. side of the cloisters lies the **Refectory* (c. 1372), 120 ft. long, with Norman vaulted cellars. It has been restored, and is used for the Cathedral School. — Some fragments of the *Dormitory* lie to the W. of the cloisters, and on the N. side of College Green is the E. wall of the *Guest House*. — *Edgar Tower* (Pl. D 4), the main entrance to College Green belonged to the otherwise entirely destroyed *Castle*, which adjoined the monastery so closely that Henry III gave its

yard to the monks, whereupon it gradually ceased to be a fortress. — A little to the N.W. of the cathedral, on the river, stands the picturesque *Deanery* (Pl. D 3, 4), formerly the Bishop's Palace, refronted by Bishop Hough in 1723. The present Palace is Hartlebury Castle (p. 281).

Triennial Musical Festival, see p. 256.

The *Diocesan Registrar's Office* (formerly St. Michael's Church), in College St., just N.E. of the cathedral, preserves the marriage-contract of William Shakespeare and Anne Hathaway.

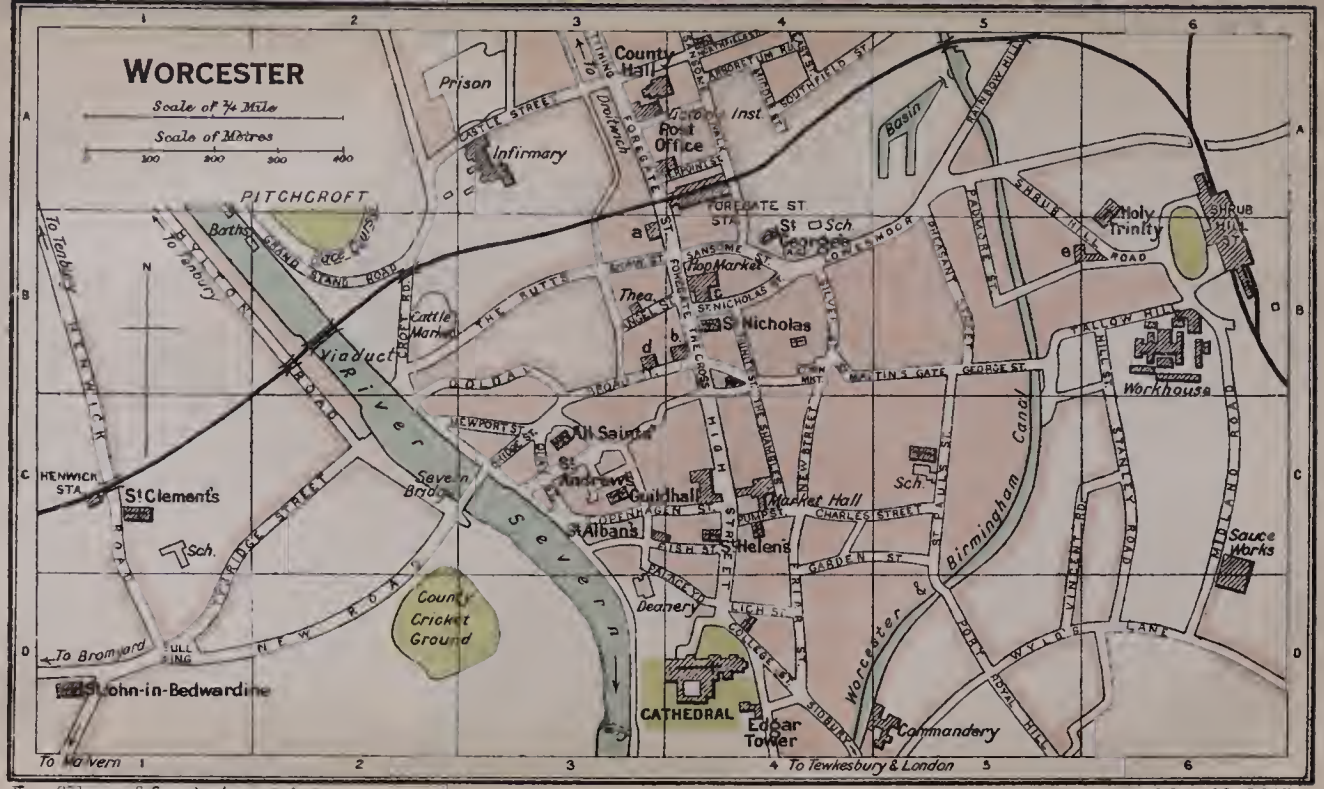
Just to the S.E. of the cathedral is the so-called *Commandery* (Pl. D 5 ; entr. adjoining No. 11, Sidbury ; shown on application), a rich example of domestic architecture and the most interesting secular building in Worcester. Founded by St. Wulfstan c. 1085 as a hospice for travellers, it remained a religious foundation until suppressed by Wolsey in 1524, soon after which it became private property. Its prevailing character is Tudor. — Parts of the old *City Wall* are preserved in Sidbury.

In Severn St., 300 yds. S.W. of this point, are the ***Royal Porcelain Works,** which were founded in 1751 and have occupied their present site since 1840 (workshops and show-rooms open to visitors 9.30–5 ; on Sat. till noon ; adm. 6*d*.). Since 1768 they have been famous for elaborate and costly ware, notable for its perfect finish. The museum contains old and modern Worcester china, illustrating the history of the factory.

From the Commandery (see above) *Friar Street* (Pl. D 4) and *New Street* (Pl. C 4), in both of which we note some picturesque timbered houses (17th cent.), lead N. to the *Old Cornmarket* (Pl. B 4). In the so-called *King Charles's House* (1577), in New St., Charles II found momentary refuge after the battle of Worcester (p. 277).

In following *High Street* (Pl. C 4) to the N. from the cathedral we pass (l.) *St. Helen's Church* (Pl. C 4), chiefly of the 15th cent. but dating back to the 7th (curfew is rung here at 8 p.m.). Farther on, on the same side, is the *Guildhall* (Pl. C 3,4), a handsome Queen Anne building by Thomas White, a Worcester pupil of Wren (1721 ; restored 1877). The statues of Charles I and Charles II, as supporters of Church and State (l. & r. of entrance), together with the head of Cromwell nailed by the ears over the doorway, express significantly the politics of the 'Faithful City.' Inside are a portrait of George III by Reynolds, a brass cannon used in the battle of Worcester, a specimen of the 'branks' (scold's bridle), and interesting MSS. High St. is continued by the *Cross* (Pl. B 4), taking its name from the long since removed City Cross. To the right diverges the Trinity, with the so-called *Queen Elizabeth's House*, or *Trinity House* (adm. 6*d*.). At the end of the Cross is (r.) the church of *St. Nicholas* (1732 ; by White, see above), beyond which the Cross is continued by Foregate St. (Pl. B, A 4, 3), in which are the busy *Hop Market* (Pl. B 4), the *General Post Office* (Pl. A 3, 4), and the *Victoria Institute* (with a museum, public library, and art gallery).

In the quarter between this line of streets and the river are *St. Andrew's Church* (Pl. C 3), in Copenhagen St., a mainly 15th cent. building, with an extraordinarily slender spire (245 ft. high) added in 1751, and *St. Alban's Church* (Pl. C 3), in Fish St., partly rebuilt in 1850, with a Norman doorway and font. — If time allows we may cross the *Severn Bridge* (Pl. C 2, 3 ; fine general view of the city) and visit the church of *St*



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John-in-Bedwardine (Pl. D 1), with its Norman and Perp. work. — Near Shrub Hill Station is *Holy Trinity* (Pl. A, B 6), a modern building with a 14th cent. roof from the Guest House(p. 279).

From Worcester to Shrewsbury, 52 m., G.W.R. in 2¼–2½ hrs. (8/6, 4/4). — 5½ m. **Droitwich** (*Worcestershire Brine Baths Hotel*, R. from 4/6, D. 5/, pens. from 13/6; *Raven*; *Royal* with covered entrance from the Brine Baths; *Park*; many private hotels), an ancient borough with 4146 inhab., resorted to for its strong and copious brine springs or 'wyches.' Large quantities of salt are produced also for commercial purposes. The springs rise from beds of rock-salt, 120–170 ft. below the surface of the ground, and seem to have been known to the Romans. They have radio-active properties and are useful in cases of rheumatism, neuritis, and general debility. The well-equipped *Baths*, the chief hotels, and the *Park* are in the upper part of the town. The lower part of the town is much less attractive owing to the partial subsidence of the soil due to draining off the brine for the salt works. — Among points of interest near Droitwich are *Hindlip Hall* (3½ m. S.), where (in an earlier building) some of the Gunpowder Plot conspirators lay hid for a week; *Salwarpe Court* (3 m. S.W.), a half-timbered house; *Westwood Park* (1½ m. W.), a fine Elizabethan mansion; and *Ombersley* (4 m. W.), an unusually picturesque village. — Droitwich is also on the M.R. from *Bristol* to *Birmingham* (see p. 143).

Our line ascends the Severn valley. — At (11¼ m.) *Hartlebury*, junction of the line to Kidderminster and Wolverhampton (see below), is *Hartlebury Castle*, the residence of the Bp. of Worcester, founded c. 1268 but now mainly of 18th cent. work. It contains some good portraits and the valuable Hurd Library (incl. the books of Alex. Pope and Bp. Warburton). — 14¼ m. *Stourport*, on the Severn. At *Great Witley*, 5 m. S.W., is the Italianate church of St. Michael (restored in 1852), with a ceiling painted by Verrio and a fine monument by Rysbrack to Lord Foley (d. 1733) and his wife. Close by is *Witley Court*, the magnificent seat of the Earl of Dudley (no adm.). — 16¾ m. *Bewdley*, a station also on the line from Woofferton to Kidderminster (see p. 269), has 2745 inhab., manufactures combs and horn goods, and lies on the E. verge of the *Forest of Wyre*. The line now closely follows the course of the Severn and at (20½ m.) *Arley* enters *Shropshire* (p. 268). — 29½ m. **Bridgnorth** (*Crown*; *Swan*), a carpet-making town (5768 inhab.), is picturesquely situated on the Severn, which divides it into a 'High Town' (right bank) and 'Low Town' (left bank), connected by steps and a steep inclined railway. At the top (high above the river) of the High Town is a leaning tower, the only fragment of the old *Castle*, built in 1101 on the site of a Saxon fastness. The church of *St. Leonard* (practically rebuilt), once served by Richard Baxter (1640), contains some old cast-iron memorial tablets and some historical relics. Among the many quaint half-timbered buildings are the *Town Hall* (1652; supported on stone arches), the house (1580) in which Bp. Percy of the 'Reliques' was born in 1729 (near the bridge), and the gabled *Cann Hall* (occupied by Prince Rupert in 1642). Near the last, on the road to Wolverhampton, is the so-called *Hermitage*, a cave cut in the sandstone rock (known since the 10th cent.). The *Grammar School* is Elizabethan (1503). — Beyond (36¼ m.) *Coalport* the natural beauty of the valley is marred by foundries and heaps of slag. — 38¼ m. *Ironbridge & Broseley*. At the former is the first large iron bridge built in England (1779); the latter has a name for its tobacco-pipes. — 40 m. *Buildwas*, with the picturesque ruins of a Cistercian abbey of 1135, is the junction of a line to Much Wenlock and Craven Arms (see p. 270). 44 m. *Cressage* is the nearest station for *Acton Burnell* (4½ m.; p. 274). — 52 m. *Shrewsbury*, see p. 271.

From Worcester to Wolverhampton, 33½ m., G.W.R. in 1¼–2 hrs. (4/8, 2/8). — To (11½ m.) *Hartlebury*, where we diverge from the line to Shrewsbury, see above. 15 m. **Kidderminster** (*Rfmts.*; *Lion*, R. 4/, L. 3/), an irregularly built industrial town (24,333 inhab.) on the *Stour*, is noted for its carpet manufacture. From 1641 till 1666 Richard Baxter, the Nonconformist divine, was minister of the fine parish *Church*, which contains several good monuments. Portraits of Baxter are preserved in a building adjoining the chancel and in the Baxter Congregational Church; his pulpit is in the Unitarian chapel, while his statue stands in the Bull Ring. Another statue, beside the town hall, commemorates Sir Rowland Hill (1795–1879), the postal reformer, a native of the town. Branch-line

to Woofferton, see p. 269. — 20 m. *Hagley.* *Hagley Hall* (Viscount Cobham), 1¼ m. E., has a beautiful park, extolled by Horace Walpole and by James Thomson (adm. on application to the head gardener). To the S.E. rise the *Clent Hills.* — From (21¾ m.) *Stourbridge Junction* motors ply to **Stourbridge** (*Talbot*; *Bell*), a town of 17,312 inhab., with iron-works and fire-brick factories, and the centre of a glass-making industry introduced about 1556 by refugees from Hungary and Lorraine. About 4½ m. S.E. is *Kinver Edge*, a hill with a natural moorland public park. At Stourbridge Junction a line diverges to the right for *Birmingham* (12 m.; Rte. 45), viâ *Cradley Heath*, a nail-making place, and *Oldhill* (½ m. from Halesowen, p. 143; rail motors). — The Wolverhampton trains go on viâ (27¾ m.) *Dudley* (p. 225) and (31½ m.) *Bilston*, etc. — 33½ m. *Wolverhampton* (Low Level), see p. 224.

From Worcester a branch of the G.W.R. runs W., viâ (14½ m.) *Bromyard*, to (27½ m.) *Leominster* (p. 269). From Worcester to *Oxford*, see Rte. 43.

40. FROM LONDON TO WINDSOR.

This expedition, an easy day's excursion from London, may be made either by the G.W.R. from Paddington (21 m. in ¾–1 hr.) or by the L. & S.W.R. from Waterloo (25½ m. in 53–60 min.); fares 3/6, 1/9. — The Steamer Route from Kingston (comp. p. 294) takes 4¾ hrs. — Motor Omnibus on Sun. from Hounslow (every 8 min.; 1/).

Motor Route, 22¾ m. We quit London by the Hammersmith Road (Pl. B 12). 7 m. *Brentford.* — 2¾ m. *Hounslow.* — 10¾ m. *Slough* (see below; Stoke Poges, Burnham Beeches). — 1½ m. *Eton* (p. 289). — ¾ m. **Windsor** (p. 283). — Return: 2¼ m. *Slough.* — 6 m. *Uxbridge* (see below). — 5½ m. *Southall.* — 4½ m. *Acton.* — 5 m. *Marble Arch* (Pl. B 25). The route from Hounslow to Windsor viâ (8 m.) *Egham* (p. 283) is 2½ m. shorter.

Both the railway routes are at first in **Middlesex**, the smallest but one of English counties but one of the most important as containing most of London and its ever extending suburbs. East of the Colne we are in *Bucks* (p. 327). Windsor, however, is in *Berkshire* (p. 291).

A. Viâ West Drayton and Slough.

Leaving Paddington Station, the train passes *Acton*, *Ealing*, and other suburban stations. 9 m. *Southall* is the junction for *Brentford.* — 13¼ m. *West Drayton* is the junction of lines to *Uxbridge* (2½ m. N.) and to *Staines* (p. 283; 6¼ m. S.).

Uxbridge (Chequers), an ancient little market-town on the *Colne*, has another station on the Metropolitan Railway. In the Treaty House here (now an inn) in 1645 took place the abortive meeting of Commissioners to treat for peace between Charles I and the Parliament.

We cross the *Colne.* 16¼ m. *Langley*, or *Langley Marish*, has a picturesque old church containing a curious little library, founded in 1631.— 18½ m. *Slough* (Rfmts.; Royal; Crown), a town with 14,982 inhab., is the most convenient station for *Stoke Poges* and *Burnham Beeches*, both of which are described in the *Blue Guide to London.* Our train here leaves the main line to Reading, Oxford, etc. (Rte. 41A); passengers for Windsor have often to change carriages. — At *Cippenham*, c. 1½ m. W., are large Government motor-repair works, the subject of much discussion. — We cross the Thames just before reaching (21 m.) *Windsor & Eton.*

B. Viâ Richmond and Staines.

From London (Waterloo) to (9¾ m.) *Richmond* and (11½ m.) *Twickenham*, see the *Blue Guide to London.* From Twickenham a branch (through-trains from Waterloo) runs viâ

Strawberry Hill (12¼ m.), *Fulwell* (13 m.), *Hampton* (14¾ m.; p. 296), and *Sunbury* (16¾ m.; p. 296) to (19 m.) *Shepperton* (p. 296). — 15 m. *Feltham*, with a reformatory; 17½ m. *Ashford*. — 19 m. *Staines Junction*. **Staines** (*Angel & Crown*). a town of 6755 inhab. on the left bank of the Thames (p. 296), is said to derive its name from the ancient *London Stone* (in a meadow near the bridge), which formerly marked the W. limit of the jurisdiction of the City of London over the Thames. For the G.W.R. station, see p. 282.

From Staines Junction to Reading, 24½ m., L. & S.W.R. in c. 1 hr, (through-trains from Waterloo to Reading, 6/, 3/). — At (2 m.) *Egham* (Catherine Wheel) is the *Royal Holloway College* for women (350 students), endowed by Thomas Holloway, the pill-manufacturer (d. 1883). It contains a good collection of British paintings. — 4¼ m. *Virginia Water* (p. 59). — 8 m. *Sunningdale* (Scotswood Golf Hotel), a favourite residential district (heathy downs, with fir and beech woods), with one of the best inland golf-links. — 10 m. *Ascot* (Royal Ascot Hotel), the scene of the most fashionable race-meeting of the year, held early in June. — A branch diverges here for (17½ m.) *Woking* (p. 59) viâ (3¼ m.) *Bagshot*, (6½ m.) *Camberley*, and (8¾ m.) *Frimley*. — 17¾ m. *Wokingham* (p. 58). — 24½ m. *Reading* (p. 292).

We cross the *Colne*. 21½ m. *Wraysbury* or *Wyrardisbury* lies ½ m. from the bank of the Thames. At *Horton*, 1½ m. N.E., was the house of John Milton's father. 24 m. *Datchet* (p. 296). — 25¾ m. *Windsor & Eton*.

WINDSOR, properly *New Windsor* (12,681 inhab.), famous for its castle, which has been the chief residence of the sovereigns of England for 850 years, is situated on the right (Berkshire) bank of the Thames and is connected by bridges with Eton and Datchet on the left (Buckinghamshire) bank.

Railway Stations. *Great Western* (Rfmts.), Thames St., W. of the castle; *South Western* (Rfmts.), Datchet Road, N. of the castle.

Hotels. White Hart, High St., adjoining the G.W. Station; Castle, farther up the High St.; Royal Adelaide, opposite the Long Walk; Star & Garter, 133 Peascod St.; Tudor House (private), Thames St.

Restaurants. At the hotels; also *Layton, Tull*, 1 & 18 Thames St.

Post Office, High St. — **Theatre Royal,** Thames St.

Cabs, with one horse 1/ per mile, with two horses 2/, each addit. mile or fraction 6*d*. & 9*d*. *Taxicabs*, 1/ per mile, 4/ per hr. — Omnibuses to *Eton* (1*d*.), *Slough* (3*d*.), *Ascot* (10*d*.), *Maidenhead* (1/), and *Reading* (2/6). — Excursion Brakes ply to *Virginia Water* (p. 59) and various other points in summer.

Windsor, once called *Windlesore* or *Wyndsore*, from the winding river, offers, despite its antiquity, little of interest beyond the castle. Edward the Confessor, who had a royal residence at the little village of *Old Windsor* (p. 288), 3 m. down the river, presented the surrounding land to the Abbey of Westminster. William the Conqueror acquired the land from the monks and built a Norman castle on the commanding height over the river. Later monarchs, notably Henry III (1207–72), extended William's castle, and Edward III, who was born here in 1312, rebuilt the whole on a more massive scale (c. 1344), with the famous William of Wykeham (p. 74) as his architect. Here King David of Scotland, King John of France, and James I of Scotland were held in captivity, and here the last espied Joan Beaufort, his future wife, walking in the garden below the Round Tower. The third great era of the building of Windsor Castle dates from the time of George IV, when Sir Jeffrey Wyatville began (1824) the extensive series of restorations and additions which were not finished till the reign of Queen Victoria, and left the majestic building as we now see it.

Windsor Castle has seen little of the vicissitudes of war, though it was twice besieged during the reign of King John, who was living here

when he made his fateful visit to Runnymede (1215), while Prince Rupert made a futile attack on it in 1642. Edward, the Black Prince, was married here in 1361, and Henry VI (of Windsor) was born here in 1421.

Of the 'Merry Wives of Windsor' (said to have been first performed in a gallery now forming part of the Royal Library) there are no relics, except Herne's Oak (p. 288). It is supposed that the Garter Inn stood where the White Hart is now; and that Mr. Page's house lay between the foot of the Hundred Steps and the river.

In High St., a short way from the G.W.R. station, is the *Town Hall*, partly built by Wren (1686) and adorned with statues of Queen Anne and Prince George of Denmark. Inside are royal portraits and a bust of Charles Knight (1791–1873), a native of Windsor. The church of *St. John*, close by, rebuilt in 1822, contains mosaics by Salviati and wood-carvings by Grinling Gibbons. There are still a few quaint old houses, e.g. the *King's Head Museum* (articles referring to Shakespeare, etc.; adm. 6*d*.) in Church Street.

***Windsor Castle**, situated on a low but steep chalk cliff rising abruptly above the Thames, dominates the town and the extensive flat region around it. It still preserves the original form of the Conqueror's castle (two baileys and a mote-hill) in its division into a Lower Ward, containing chapels, cloisters, and deanery; a Middle Ward, wholly occupied by the Round Tower; and an Upper Ward, surrounded by the apartments of the royal residence. Visitors enter the castle either by *Henry VIII's Gateway*, in Castle Hill, or by the *Hundred Steps* (122 in number), ascending from Thames St. to the Canons' Cloisters. The statue of Prince Christian Victor (1867–1900) at the foot of the Hundred Steps is by Goscombe John.

In the absence of the Court the conditions of admission to the castle are as follows. The *Lower Ward*, the adjacent *Cloisters*, and the *North Terrace* are open free, daily. The *State Apartments* are shown on Mon., Wed., Thurs., & Sat., between 11 and 3 or 4 (according to the season); tickets at the Lord Chamberlain's Office in the Lower Ward (fee 1/, children 6*d*.; free on Mon. & bank holidays). The *Round Tower* (in summer only) and the *Albert Memorial Chapel* are open on the same days and at the same hours. *St. George's Chapel* is open on week-days (except Fri.) from 12.30 to 3 or 4 (services at 10 & 5, on Sun. at 11 & 5). The *Curfew Tower* is shown on application to the keeper. The *East Terrace* is open on Sun. afternoon, when the Guards Band plays (2.30–4.30). Friday is the worst day to visit Windsor, as both the State Apartments and St. George's Chapel are closed.

Visitors ascending Castle Hill, past the statue of Queen Victoria by Boehm, enter the Lower Ward by *Henry VIII's Gateway*. Here, immediately to the right, are the houses occupied by the *Military Knights of Windsor* (founded by Edward III), beyond which is *Henry III's Tower*. Immediately to the left, at the W. end of the ward, is the *Guard Room*, between the *Salisbury Tower* (S.W.) and the *Garter Tower* (N.W.). On the N. side of the ward are the Horseshoe Cloisters, St. George's Chapel (p. 285), and the Albert Memorial Chapel (p. 285). The *Horseshoe Cloisters*, built by Edward IV in the shape of a fetterlock, one of the royal badges, have been restored by Sir G. G. Scott. At their N.W. angle stands the *Curfew* or *Bell Tower* (see above), which was built by Henry III and is thus one of the oldest existing parts of the

castle. It contains a peal of bells and a 13th cent. dungeon, but the tradition that Anne Boleyn was imprisoned here is apocryphal. On the E. side of the cloisters is a flight of steps leading to the entrance of St. George's Chapel. The adjacent cross marks the site of the burial vaults. The passage skirting the N. side of St. George's Chapel leads to the *Dean's Cloisters* (p. 286).

***St. George's Chapel,** dedicated to the patron saint of the Order of the Garter, was mainly built by Edward IV (1474–1483), on the same site as earlier chapels of Henry I, Henry III, and Edward III, and was completed by Henry VII and Henry VIII. It is one of the most perfect specimens of late-Perp. work, ranking with King's Chapel at Cambridge (p. 528) and Henry VII's Chapel at Westminster (p. 6).

The chapel is 232 ft. long and 66 ft. wide, and the nave and choir are practically equal in size. Besides the larger transeptal chapels, there are two apsidal chapels at the W. end, on the S. side, and another at the S.E. angle. The use of flying buttresses has reduced the walls to little more than a frame for the huge windows, and the interior effect is one of great light and space. Such walls as remain are covered with a delicate panelling of Gothic work, and the ribs of the columns spread over the roof in rich tracery adorned with the cognizance of Edward IV and the coats-of-arms of Knights of the Garter. The great W. window contains fragments of old stained glass, with some not very satisfactory modern supplements. — The *Urswick Chapel* (N.W.) contains a monument to Princess Charlotte (d. 1817) by C. Wyatt. Close to the *Beaufort Chapel* (S.W.) is the tomb of the Duke of Kent (d. 1820), father of Queen Victoria, with a marble figure by Boehm. Adjoining the Urswick Chapel is a statue, by Boehm, of Leopold I (d. 1879), King of the Belgians, and in the same (N.) aisle are tablets to George V of Hanover (d. 1878) and to a son of King Theodore of Abyssinia, who died in England in 1879. In the *Rutland Chapel* (N. end of transept) is an altar-tomb of the early 16th cent.; and in the *Braye Chapel* (S. end of transept) is the cenotaph (by Boehm) of the Prince Imperial, killed in S. Africa in 1879. — The *Choir, separated from the nave by a modern altar-screen, contains the stalls, banners, and coats-of-arms of the Knights of the Garter, whose installations have taken place here since 1349. The stalls of the British royal family are nearest the organ, and next come those of foreign sovereigns. A stone in the middle of the choir marks the entrance to the burial vault containing the remains of Henry VIII, Charles I, and Queen Jane Seymour; and from the altar a subterranean passage leads to a second vault (extending under the Albert Chapel), in which lie George III, George IV, William IV, Edward VII (d. 1910), and other royal personages. To the left of the altar is the *Royal Closet*, or pew, below which is a fine iron grille of English workmanship, once forming part of the tomb of Edward IV. The door at the N.E. angle of the choir leads to the *Chapter House*, in which is the sword of Edward III. In the N. aisle are the *Hastings Chantry* (late 15th cent.), the tomb of Edward IV, and other monuments. At the S.E. angle of the choir is the *Lincoln Chapel*, with the altar-tomb of the Earl of Lincoln (d. 1585), adjoining which is a statue (by Boehm) of Frederick III, the German emperor. Farther W. are a slab of black marble, covering the grave of Henry VI, the *Oxenbridge Chantry* (1522), the monument of Dean Urswick (d. 1505), and the monument of the Duchess of Gloucester (d. 1857), aunt of Queen Victoria. At the W. end of this aisle is the small *King's Chapel*, probably built by Bp. Oliver King (p. 146) c. 1500 and containing framed portraits of Prince Edward of Wales (son of Henry VI), Edward IV, Edward V, and Henry VII.

To the E. of St. George's Chapel and separated from it by a passage, is the ***Albert Memorial Chapel.** Built by Henry VII as his burial-place but abandoned for a lordlier tomb at Westminster (p. 6), this chapel was bestowed by Henry VIII upon Cardinal Wolsey and was long known as

the *Wolsey Chapel* or *Wolsey's Tomb-House*. The magnificent tomb prepared for himself by the Cardinal, but never occupied (comp. p. 357), was broken up during the Civil War, and nothing of it remains except the black and white marble sarcophagus now enclosing Nelson's coffin in St. Paul's. The performance of Mass here under James II led to the wrecking of the chapel by an angry mob, and it remained unused until the time of George III, who rebuilt part of it in connection with his royal tomb-house. On the death of Prince Albert (1861) Queen Victoria caused the chapel to be converted into a splendid memorial for her husband, under the supervision of *Sir G. G. Scott*.

The interior is decorated in the most lavish manner and achieves an effect of sumptuous magnificence, which, however, does not seem wholly in keeping with its Gothic architecture. The walls are panelled with 'marble pictures' by *Baron Triqueti*, above which are white marble medallions of members of the royal family by *Miss Durant*; the roof is covered with mosaics by *Salviati*; the windows have stained glass by *Clayton & Bell*; the floor is inlaid with coloured marble. In front of the altar, with its elaborate reredos, is the *Cenotaph of Prince Albert*, by Triqueti, with a white marble figure of the prince resting on a handsome sarcophagus. In the middle of the nave is the monument of the *Duke of Clarence* (d. 1892), the elder son of Edward VII; and near the W. door is that of Prince Leopold, Duke of Albany (d. 1884), the youngest son of Queen Victoria.

To the N. of the Albert Chapel are the *Dean's Cloisters*, built by Edward III, the S. wall of which is a fragment of the old chapel of Henry III (see p. 285). Adjacent are the timber-work *Canons' Cloisters*, communicating with the Hundred Steps (p. 284), and the *Winchester Tower*, said to have been occupied by Bp. William of Wykeham ("Hoc fecit Wykeham") and by Geoffrey Chaucer, who was Master of the Works at Windsor in 1390. To the S. of the Canons' Cloisters are the *Canons' Residences*, in one of which Henry Hallam (1777–1859) was born. To the E. is the *Deanery* (1500).

In the Lower Ward, just beyond the *Lord Chamberlain's Office*, where tickets for the State Apartments are obtained (see p. 284), is a gateway leading to the long *North Terrace*, commanding a *View of the Home Park, Eton, and Stoke Poges church (in the distance). This ends at the *East Terrace*, with the sunk Italian garden. The *South Terrace* overlooks the Great Park (p. 289).

On the N. Terrace is the public entrance to the **State Apartments**, which occupy the N. wing of the Upper Ward. These are used mainly for royal visitors, and contain many fine pictures, valuable furniture, and other treasures.

From the entrance we ascend to the Upper Floor by the Grand Staircase, on which is displayed a rich collection of arms and armour, including suits of boys' armour made for the sons of James I (mounted figures). Halfway up is a statue of George IV, by *Chantrey*, and at the top are two sedan chairs which were used by Queen Charlotte.

The State Ante-Room (badly lighted) has a ceiling by *Verrio* (Banquet of the Gods) and contains carvings by *Grinling Gibbons*, four landscapes by *Zuccarelli*, and a St. Agnes by *Domenichino*. — In the *King's Drawing Room or Rubens Room is a series of noble works by *Rubens* (including portraits of himself and his first wife, Elizabeth Brandt) and a St. Martin by *Van Dyck*. — The Council Chamber or Grand Bedchamber contains paintings by *Canaletto*, *Guido Reni*, *Domenichino*, and *Zuccarelli*. — In the King's Closet are works by *Breughel*, *Teniers*, *Berghem*, and other Netherlandish masters; and in the Queen's Closet are historical portraits, including those of Princess Elizabeth (afterwards Queen) and Prince Rupert, by *Lely*.

The *Picture Gallery contains many important works, including the

following: *Holbein*, Four fine portraits; *After Correggio*, John the Baptist; *Andrea del Sarto*, Holy Family; *Melozzo da Forli*, Duke of Urbino in the robes of the Garter (over the fireplace); *Titian*, Himself and a friend; *Guido Reni*, Cleopatra (over the door); *Franciabigio*, Gardener; *Claude*, Campagna; *Rembrandt*, His mother; *Marinus van Romerswayle* (formerly ascribed to Matsys), The Money-changers.

The Queen's Ball Room or Van Dyck Room contains what is perhaps the finest array in the world of *Portraits by *Van Dyck* (22 in all). Among these are the familiar portrait of Charles I mounted on a grey horse; groups of Charles I and his family and of his children; four portraits of Queen Henrietta Maria; Head of Charles I, painted from three points of view for use in the execution of a bust; Van Dyck himself; Charles II when a boy; and the second Duke of Buckingham and his brother.

The ceiling of the Queen's Audience Chamber is decorated with a painting by *Verrio* (Queen Catherine of Braganza as Britannia), and its walls are hung with Gobelins tapestry representing the story of Esther (continued in the next room). The portraits, in frames carved by *Grinling Gibbons*, are Princes William II and Frederick of Orange (by *Honthorst*) and Mary, Queen of Scots. The furniture includes a cabinet that belonged to that princess.

The Verrio ceiling of the Presence Chamber shows Catherine of Braganza attended by the Virtues. On the walls are portraits by *Mignard* (Duchess of Orleans), *Kneller*, and *Lilly*.

The Guard Room is decorated with arms of the Peninsular and Waterloo periods and with armour of different dates. In the centre is shown the armour (by *Jacobi*) worn by the King's Champion (p. 523) at the coronation of George IV (originally belonging to Sir Christopher Hatton, Chancellor to Queen Elizabeth). In the cases are a silver shield, inlaid with gold, presented by Francis I to Henry VIII (long ascribed to Benvenuto Cellini but now recognized as a French work of the 16th cent.); the swords of James I, Charles I, John Hampden, and the Duke of Marlborough; the bullet that killed Lord Nelson; and other relics. The busts include the Duke of Wellington (by *Chantrey*) and the Duke of Marlborough (after *Roubiliac*). Over these hang silken banuerets, by the annual renewal of which (on Aug. 2nd and June 18th, the anniversaries of Blenheim, 1704, and Waterloo, 1815) the domains of Blenheim (p. 321) and Stratfield Saye (p. 293) are held. The royal portraits are by *Van Dyck*, *Lely*, etc. Other objects of interest include a chair made of an elm that grew on the battlefield of Waterloo, and a letter written by Wellington on the day after the battle.

The noble St. George's Hall, 200 ft. long and 34 ft. wide, in which the festivities of the Order of the Garter are held, contains the banners of the 26 original knights. On the ceiling are the coats-of-arms of the knights since 1350. Ranged round the room are several suits of armour, and there are full-length portraits of English sovereigns from James I to George IV by *Van Dyck*, *Lely*, *Kneller*, *Seeman*, *Gainsborough*, and *Lawrence*. At one end of the room is a carved oak reproduction of the Coronation Chair in Westminster Abbey. The grand organ has a second keyboard in the Private Chapel.

The Grand Reception Room has splendid Gobelins tapestry (Jason and Medea) and a huge malachite vase presented by Czar Nicholas I of Russia. — The Throne Room, hung and upholstered with garter-blue velvet, is the chapter-room of the Order of the Garter. The silver-gilt throne originally belonged to the King of Kandy. The portraits of George I and George II are by *Kneller*, George III after *Gainsborough*, George IV by *Lawrence*, William IV by *Shee*, Queen Victoria and Prince Albert by *Winterhalter*. — In the Ante-Throne Room are landscapes by *Zuccarelli*, the best of which is No. 32 (Isaac and Rebecca).

The large *Waterloo Chamber or Grand Dining Room contains portraits of the sovereigns, generals, and ministers who took part in the Congress of Vienna (1814-15). Most of them are by *Lawrence*, including the fine portrait of Pius VII. The wood-carving is by *Grinling Gibbons*. The carpet was woven in one piece by Indian convicts at Agra. When a play is acted at Windsor Castle this room is used as the theatre.

The Grand Vestibule contains armour and a rich collection of fire-arms from the early 16th to the early 19th cent., the tiger-head foot-stool of Tippoo Sahib, and a statue of Queen Victoria. The pictures

by *West* represent scenes from the reign of Edward III. In one corner is the black flag of the Khalifa, captured at Omdurman in 1898.

We now regain the Grand Staircase, but leave the building by a smaller staircase (portrait of Wyatville by *Lawrence* and a Flemish tapestry on the wall), which descends to an exit close to the Upper Ward.

In the Upper Ward, to which the public is not admitted, is a bronze statue of Charles II, by *Strado*, with pedestal reliefs by *Gibbons*. On the E. side are the *King's Private Apartments*, with the *Victoria*, *Clarence*, *Chester*, and *Prince of Wales Towers*. On the S. side are the *Visitors' Apartments*; and in the middle of it, between the *York* and *Lancaster Towers*, is *George IV's Gateway*, the principal entrance to the palace, opening on the Long Walk (p. 289). A passage between the Quadrangle and the Round Tower leads through *St. George's Gateway* to Castle Hill, with the entrance to the *Royal Stables* or *Mews* (open 1 to 2.30 by ticket obtained at the entrance).

The **Private Apartments of the King**, to which visitors are admitted by special permission only, contain an extraordinarily rich collection of paintings, china, furniture, gold and silver plate, miniatures, etc.

In the Library (overlooking the Home Park) is a magnificent collection of **Drawings by the Old Masters*, including numerous examples of Leonardo da Vinci, Michael Angelo, Raphael, Correggio, Parmegiano, Signorelli, Fra Bartolomeo, Andrea del Sarto, Filippo Lippi, Guido Reni, Giulio Romano, Caravaggio, the Carracci, Guercino, Domenichino, Dürer, Poussin, and Claude. But the chief treasure of the collection is the series of 78 portraits by Holbein. The collection of *English Historical Prints* also is very important. Among the numerous personal relics are an unpublished MS. by Dickens and an autographed Shakespeare that belonged to Charles I.

Between the Upper and Lower Wards, on a mound surrounded on three sides by a moat, rises the **Round Tower** or *Keep*, at one time the residence of the Constable or Governor. The bulk of the existing tower dates from Edward III's time, but its walls were heightened and the flag-turret added by Wyatville.

We enter on the N. side of the tower by the so-called *Norman Gateway* (adm., see p. 284), which has been wholly rebuilt since Norman times. The interior contains nothing of interest except a huge bell (weighing 17½ cwt.) brought from Sebastopol in 1855. The *View from the battlements is said to extend into twelve counties; the chief points are indicated by the attendant. A curious effect is produced by the fact that Wyatville did not heighten the interior building when he raised the outer walls.

Immediately adjoining Windsor Castle on the N. and E. is the **Home Park**, lying within a bend of the Thames and having a circuit of c. 4 m.

In the S. part of this park lies **Frogmore House**, once the residence of Queen Charlotte and of the Duchess of Kent (d. 1861; comp. p. 285), who is buried in a mausoleum in the grounds. Here, too, is the sumptuous mausoleum erected by Queen Victoria (d. 1901) to the Prince Consort (d. 1861) and now containing her remains also, as well as a monument to Princess Alice (d. 1878). The mausolea are seldom shown, but visitors may obtain access to the *Royal Dairy* and *Shaw Farm* on application to the Keeper of the Privy Purse, Buckingham Palace, London. — *Herne's Oak*, mentioned in the 'Merry Wives of Windsor,' stood in a part of the park not now open to the public; it was blown down in 1863 and replaced by an oak sapling, now become a respectable tree. — On the river, to the E. of the Home Park, lies *Datchet* (p. 296), and a little to the S. of it is *Old Windsor*, where some foundations, supposed to be those of the Confessor's palace (p. 283), were discovered in 1919.

Based upon the Ordnance Survey Map, with the sanction of the Controller of H.M. Stationery Office.

Emery Walker Ltd. sc.

To the S. of Windsor lies **Windsor Great Park,** an expanse of nearly 2000 acres, with many groups of fine trees and well stocked with deer.

The park is traversed by two or three public roads, and the *Long Walk*, a magnificent avenue of elms begun by Charles II and completed by William III, stretches in a straight line from the castle (comp. p. 288) to (2¾ m.) *Snow Hill*, which bears a colossal equestrian statue of George III by *Westmacott* (good view of the castle). A little to the S. lies *Cumberland Lodge*, the residence of Princess Christian, near which is an equestrian statue of Prince Albert by *Boehm*. About 1½ m. S. of Cumberland Lodge is *Virginia Water* (p. 59; brakes from Windsor). — Parallel with the Long Walk on the W. is *Queen Anne's Ride*, leading, with its continuations to *Ascot* (p. 283), c. 7 m. from Windsor Castle.

Adjoining Windsor on the W. is *Clewer*, with the headquarters of the well-known *Clewer Sisterhood*. The church retains a few Norman features.

On the other side of Windsor Bridge, at the end of Thames St., begins the long and not unpicturesque street forming the small town of **Eton** (3300 inhab.; *Bridge House*; *Christopher*) and leading to (⅔ m.) ***Eton College,** founded by Henry VI in 1440 and perhaps the most widely known of all English schools.

The *Upper* and *Lower Schools* are shown on Tues., Thurs., & Sat., 2.30–5, on application to Capt. Baker, at the School Office. The *Chapel* is open daily, 11–1 & 2.30–5 (chapel attendant, Mr. Sayer, Cotton Hall; week-day services at 9.15 & 5, in summer 9.25 & 3, Sun. services at 10.40 & 5). The *College Hall & Library* may be seen on week-days, 3–5, on application to Mr. Wright, the Cloisters, Eton College. As a matter of fact, however, the buildings are shown at any time, on application, provided they are not in use for school purposes.

The original endowment of the *College of the Blessed Mary of Eton* provided for a Provost, 10 ' sad priests,' 4 lay clerks, 6 choristers, 25 poor scholars, and 25 poor men. These are now represented by the seventy *Collegers* (' Tugs '), who receive board and education practically free, wear black gowns, and live in College. The great bulk of the school, however, consists of the *Oppidans*, now about 1000 in number, who live at the masters' houses. The present governing body includes a Provost, ten fellows, the Headmaster, and the Master of the Lower School. There are about 65 masters in all. The boys wear tall hats, broad collars, and short jackets, the last replaced for boys above a certain height by tail-coats. They include not only the scions of many of the leading families in England but also the sons of Indian and other foreign potentates. — Boating is sedulously practised at Eton, which competes at Henley for the Ladies' Plate (p. 295). The rowing boys are known as ' wet bobs,' while cricketers are ' dry bobs.'

The *School Speech Day* is celebrated on June 4th (George III's birthday). The chief features are a procession of boats from Fellows' Eyot to Surly Hall (3 m.), and a display of fireworks opposite the Playing Fields. — The old ceremony known as the *Montem* has been discontinued since 1846.

The main block of school buildings (with the School Office) is of fine mellow red brick. The buildings include two courts or quadrangles, communicating by an archway. In the centre of the larger of these, the *School Yard*, where the boys assemble for ' absence ' or roll-call on half-holidays in summer at 2.15 & 5.30 p.m. (in winter at 2.30 p.m.), is a bronze statue of Henry VI by Bird (1719). On the W. side of this court, over the entrance archway, is the *Upper School*, erected by Wren in 1689–94. This contains busts of Wellington, Chatham, Fox, Canning, Peel, Gladstone, and other eminent

Etonians. The panelled walls of class-rooms and staircase are covered with the names of boys, the earlier (e.g. Fox and Shelley) cut by the boys themselves, the later added officially by professional hands. — On the N. side of the court is the *Lower School*, with old wooden pillars (erected by Provost Sir Henry Wotton ; 1624–39), which support the *Long Chamber*, once occupied by the dormitory of the Collegers (c. 1500). On the E. side is Provost Lupton's beautiful front to the college buildings, with a central clock-tower (1517).

On the S. side of the School Yard stands the **Chapel*, a stately Perp. structure of stone (175 ft. long, 82 ft. high), somewhat resembling King's College Chapel at Cambridge (p. 528). It was begun in 1441 but contains details of every subsequent century. The ante-chapel was added about 1475.

On the outside of the W. wall is a modern statue of *Bishop Waynflete* (1395 ?–1486), the first Provost of Eton. The intervals between the N. buttresses were formerly used for the game of ' fives,' and the projection of the balustrade at the N. porch is responsible for the ' pepper-box,' which distinguishes the Eton form of the game. The internal decoration of the chapel is modern and not particularly happy. The fine lectern dates from c. 1485. On the S. wall is the tomb of Sir Henry Savile, provost from 1596 to 1622. Lupton's Chapel (N. side ; Tudor) shows the rebus of that provost (1504–35). In the chancel is a Sir Galahad by *G. F. Watts* and a piece of tapestry (Adoration of the Magi) designed by *Burne-Jones*. — In the ante-chapel are a statue of Henry VI by *Bacon* (1786) and several brasses (15–17th cent.).

The archway below the clock leads to the *Cloisters*, the N. and E. sides of which are the oldest parts of the school buildings (1443). The second story was added in 1758. On the S. side are the Collegers' *Dining Hall* (1448–58, but much altered), with portraits of George II and famous old boys, and the *College Library* (1730), the treasures of which include a prayer-book of Queen Mary, a fine Mazarin Bible, a copy of the First Folio of Shakespeare, and the MS. of ' Ralph Roister Doister,' the first English comedy, written by Nicholas Udall (1505–56), an Eton master.

From the Cloisters we enter the lovely *Playing Fields*. Just to the left is the ' wall,' which gives name to the primitive style of football illustrated in the annual ' wall game ' between the Collegers and Oppidans (Nov. 30th). To the right, farther on, are the *Fellows' Pond* and the *Poet's Walk* (named after Gray), leading to the ' *Sixth Form Bench*.'

On the other side of the main road opposite the Upper School is the *School Hall*, a memorial building in honour of Etonians who fell in the Boer War (not usually shown). It includes a museum and the *School Library*, the great possession of which is the MS. of Gray's ' Elegy.' — Keate's Lane, to the S. of this, leading to the Lower School Chapel, the Science Schools, etc., is named after Dr. Keate (1773–1852), the famous ' flogging ' headmaster of Eton.

41. FROM LONDON TO OXFORD.

The RAILWAY makes a hurried one-day's visit to Oxford a possibility; the RIVER ROUTE (p. 294) demands both leisure and fine weather. — The direct MOTOR ROUTE (54 m.) is part of the route from London to Gloucester (see p. 252).

A. BY RAILWAY.

63½ m. G.W.R. in 1¼–2½ hrs. (10/6, 5/3½). This 'Thames Valley Route,' described below, has the quickest and most frequent train-service, but there are alternative routes viâ Beaconsfield and Princes Risborough (see pp. 327, 328, 321; G.W.R., 55¾ m. in 2–2½ hrs.) and viâ Bletchley (see pp. 236, 237, 321; L. & N.W.R., 77¾ m. in 2¾–3¼ hrs.; change at Bletchley).

From London (Paddington) to (18½ m.) *Slough*, junction for Windsor and Eton, see p. 282. — 21 m. *Burnham Beeches* lies 3 m. from the forest (see the *Blue Guide to London*). At (22½ m.) *Taplow*, immediately opposite Maidenhead, with a church containing brasses of the 14–15th cent., we cross the Thames from Bucks (p. 327) to Berkshire, enjoying a view of one of its prettiest reaches.

Berkshire (pron. 'Barkshire'), or Berks, of an irregular shape compared by Ashmole to a lute and by Fuller, less poetically, to a slipper, is bounded on the N. by the beautiful Thames valley. It comprises the four natural divisions of the Vale of the White Horse, on the N.; the Vale of Kennet, on the S.; the Berkshire Downs, with their attractive villages, between these; and the Forest District E. of the Loddon. Apart from Reading, the county is purely agricultural, and Berkshire hogs have long been famous.

24¼ m. **Maidenhead** (*Rfmts.*; *Skindle's*, *Hermitage*, pens. 63/, both in Taplow; *Riviera Palace*; *Bear*, pens. from 16/6; *Thames*; *Bell*; *St. Ives*, private), with 15,219 inhab., at the beginning of a beautiful stretch extending to Marlow (7 m.), is perhaps the gayest of the 'up-river' summer resorts (comp. p. 297), especially during the week-ends. In *Shottesbrook Park*, 4½ m. S.W., is a beautiful Dec. church.

About 2½ m. N. of Taplow station is **Cliveden**, residence of Major (now Viscount) Astor, famous for its beautiful woods on the Thames. The present mansion, designed in 1849 by Sir Charles Barry, succeeds one built for the dissolute second Duke of Buckingham who, after killing the Earl of Shrewsbury in a duel (1668), while the Countess, disguised as a page, held his horse, retired with her to this "bower of wanton Shrewsbury and of love." In this house the national air, 'Rule Britannia,' ascribed to Dr. Arne, was first performed on Aug. 1st, 1740. The former Italian Garden, now a war-cemetery, contains a memorial (a statue of Victory, by B. Mackennal) erected by the Canadian Red Cross to 'Men who fought in France and died at Cliveden.' — A little farther on (2½ m. S.E. of Bourne End station, see below) is **Dropmore**, an estate with magnificent *Gardens, laid out in 1801–5 by Lord Grenville, George III's prime minister, and famous for their foreign coniferæ, rhododendrons, and Italian garden. Visitors are admitted on Mon. and Sat., 11–5.

FROM MAIDENHEAD TO HIGH WYCOMBE, 10 m., G.W.R. in ½ hr. (1/8, 10*d.*). — 3 m. *Cookham* (Ferry Hotel; Bel & Dragon; King's Arms) is a pretty riverside village, with a monument to Fred Walker (1840–75). We cross the river (view). 4½ m. *Bourne End* (Quarry Hotel), a villa colony 2½ m. from Dropmore (see above), is the junction for (2¾ m.) **Great Marlow** (*Compleat Angler*; *Crown*; *George & Dragon*; *Railway*), a pleasant old market-town and anglers' resort (4683 inhab.), with a suspension bridge. Shelley and his wife visited Peacock here in 1816, and in 1817–18, when they occupied Albion House (now divided; tablet) in West St., Shelley composed the 'Revolt of Islam,' and Mrs. Shelley (Mary Wollstonecraft) wrote 'Frankenstein.' Frank Smedley (1818–64) and G. P. R.

James (1799–1860) also lived at Marlow. The monument of Sir Myles Hobart (d. 1632), in the parish church, is said to be the first monument in England erected at the public expense. In the Rom. Cath. church, built by Pugin, is preserved the hand of St. James the Apostle, brought from Reading Abbey. — 5¾ m. *Wooburn Green*; 7¼ m. *Loudwater*. — 10 m. *High Wycombe* (p. 328).

31 m. *Twyford* is the junction for Henley (through-trains from Paddington to Henley in 1–1½ hr.; 6/, 2/11½).

1¾ m. *Wargrave* (George & Dragon; White Hart; Chiltern Towers, private) is a pretty riverside village frequented by artists. The picturesque church, burned down by suffragettes in 1914, was rebuilt in 1916, when some fine Norman masonry was discovered beneath the 17th cent. brick casing of the tower. It contains the monument of Thomas Day (1748–89; p. 247). Mme. Tussaud (1760–1850) is buried in the churchyard. — At (2¾ m.) *Shiplake* Tennyson was married in 1850. — 4¾ m. **Henley-on-Thames** (*Red Lion*; *Angel*; *Catherine Wheel*; *Little White Hart*; *Riversmead*, a private hotel, R. from 5/6, L. 3/6, D. 5/6), a pleasant, well-built town (6456 inhab.), has a handsome bridge, embellished with sculptured masks of the Thames and Isis by Mrs. Damer. The course of the famous regatta (p. 295) begins about ¼ m. below Regatta or Temple Island and ends at (1 m. 550 yds.) Poplar Point, immediately opposite which is *Phyllis Court*, a fashionable riverside club. On the Berkshire bank, close to the bridge, is the boathouse of the well-known *Leander Rowing Club*. — On a window of the 'Red Lion' Shenstone is said to have written his famous lines:

> "Whoe'er has travell'd life's dull round,
> Where'er his stages may have been,
> May sigh to think he still has found
> The warmest welcome at an Inn."

About 5 m. N.W. is *Stonor* (Lord Camoys; no adm.), where Edmund Campion (1540–81), the Jesuit martyr, set up his printing press. In the chapel mass has been said continuously for centuries. In the grounds of *Park Place* (adm. on application), below the town, stands the upper part of the original spire (by Wren) of St. Bride's, Fleet St. The gardens of *Friar Park* (immediately above the town) and of *Crowsley Park* (3 m. S.W.) are open on Wed. (6*d*.). *Fawley Court*, see p. 298.

36 m. **Reading** (*Rfmts.*; *Caversham Bridge*, at Caversham, on the opposite bank, R. from 5/6, L. 3/6, D. 5/; *Great Western*, at the station; *George*), the county town of *Berkshire* and an important railway centre, situated on the Thames and Kennet, is a flourishing place (87,693 inhab.), with Huntley & Palmer's biscuit-factory, Sutton's seed establishment, Burberry's waterproof clothing factory, etc. Of its famous Benedictine *Abbey*, founded by Henry I in 1121 and once ranking as third in all England but destroyed in the Great Rebellion, only scanty ruins are left. A tablet in the chapter-house commemorates the fact that the canon 'Sumer is icumen in,' the earliest known piece of music for several voices, was composed by one of the monks here about 1240. The inner gateway, in the Forbury, was rebuilt by Scott in 1861. In *Reading Gaol*, adjoining the ruins, Oscar Wilde wrote 'De Profundis' (1897); the 'Ballad of Reading Gaol' is later. *Reading University College*, in London Road, was founded in 1892 as a University Extension College, incorporated in 1896, and affiliated in 1899 to Oxford University. It comprises faculties of Letters, Science, and Agriculture and Horticulture, besides departments of Fine Arts, Music, and Commerce and Technical Subjects; the average number of students is 1000. The ancient *Grammar School*, of which Abp. Laud (1573–1645)

and Thomas Noon Talfourd (1795–1854), both born at Reading, were pupils, occupies modern buildings in the same road. In Blagrave St. is the *Museum & Art Gallery* (open 10 to 6 or dusk, except Sun.), notable for *Finds from Silchester (see below), a unique collection illustrating the everyday life of a country town in Roman Britain (guide 3*d*.).

Three Mile Cross (chars-à-bancs, see below), 3½ m. S. of Reading, is the scene of ' Our Village,' by Miss Mitford, who is buried at *Swallowfield*, 2½ m. farther S.E. (3½ m. E. of Mortimer, see below).

From Reading a branch of the G.W.R. runs to (15½ m.) *Basingstoke* (p. 73), viâ (7¼ m.) *Mortimer* (Railway Inn), station for Silchester (3 m. S.W.) and Stratfield Saye (2½ m. S.E.). — **Silchester** (inn, ½ m. from the W. gate) is identified with *Calleva Atrebatum*, a flourishing Roman town, which seems to have contained several dye-works. It was called by the Saxons *Cilceastre* or *Silceastre*. The site of the ancient town is enclosed by walls fully 1½ m. in circuit and at places still 12–14 ft. high (S. side), but most of the excavations, which brought to light a forum, basilica, temples, baths, gates, an early-Christian basilican church (4th cent.), and numerous houses, have been covered up again. Many interesting finds, however, are preserved at Reading Museum. Just inside the E. gate is the old *Parish Church* (E.E. to Perp.). About 150 yds. from the N.E. corner of the enceinte are the earth-banks of a Roman *Amphitheatre*. — **Stratfield Saye House**, presented by the nation to the first Duke of Wellington in 1815, contains relics of the Duke, pavements from Silchester, and portraits (no adm.). ' Copenhagen,' the Duke's favourite charger, is buried in an adjoining paddock. On the E. side of the park (open to the public) is the *Wellington Monument*, with a bronze statue by Marochetti (1866).

Omnibuses ply from Reading to *Maidenhead* (1/6), *Ascot* (1/8), *Wallingford* (1/10), *Windsor* (2/6), *Oxford* (3/7), and other nearer points; chars-à-bancs to *Henley* (1/), *Mortimer* (11*d*.) viâ Three Mile Cross, *Bradfield* (1/), etc.

For the G.W.R. main line to *Westbury*, *Weymouth*, and *Exeter*, see Rte. 17. Adjoining the G.W.R. station is the joint station of the L. & S.W.R. and the S.E. & C.R.: to *London* (Waterloo) viâ *Ascot* and *Staines*, see p. 283; to *London* (London Bridge, etc.) viâ *Aldershot*, *Guildford*, and *Dorking*, see Rte. 10.

Between Reading and Moulsford the railway follows one of the most beautiful portions of the Thames valley (comp. p. 298). — 38¾ m. *Tilehurst* (Roebuck), the church of which contains the splendid alabaster monument of Sir Peter Vanlore (d. 1627). — 41½ m. *Pangbourne* (Swan; Elephant; George) is an attractive riverside village, connected by a wooden bridge with *Whitchurch* (Bridge House). At the Nautical College at Pangbourne cadets are trained as officers for the merchant marine. Bradfield College (p. 118) lies 4¼ m. S.W. — 44¾ m. *Goring & Streatley*. At Goring (Miller of Mansfield; Queen's Arms; Sloane), a favourite boating resort, the ancient Icknield Street crosses the Thames. The church, with a tourelle on its Norman tower and Roman (?) tiles in the S. porch, contains remnants of the chapel of an Augustinian nunnery. On the Berkshire bank (wooden bridge; toll) is the pretty village of *Streatley* (Swan; Bull) at the foot of the juniper-studded downs (*Views from the top, ½ hr.). Aldworth (p. 84), with its remarkable effigies, is 3¼ m. W. — The train now crosses the Thames and quits its valley for a time. — 48½ m. *Cholsey & Moulsford*. Cholsey has a partly Norman church. Moulsford (Beetle & Wedge, R. from 3/6), 2 m. from the station, is well known to artists and anglers.

A branch-line runs hence to (2¾ m.) **Wallingford** (*Lamb*; *George*; *Feathers*), an historical town of 2716 inhab., on the Thames, encircled with earthen ramparts. In St. Peter's Church is buried Sir Wm. Blackstone (d. 1780). — About 3 m. N.E. of Wallingford, beyond the Thames (here crossed by a long bridge), is **Ewelme** (*Greyhound*), the prettiest of Chiltern villages, with a *Church, hospital, and school of the 15th century. Within the church are the tombs of the Duchess of Suffolk (d. 1475; wife of the founder) and of her parents Thomas Chaucer (supposed to be the son of the poet) and his wife. The font (c. 1480) has a magnificent pyramidal cover in carved wood.

53 m. **Didcot** (*Rfmts.*; *Junction Hotel*), an important railway junction, where we diverge to the N. from the main line to Bath and Bristol (Rte. 19). Branch-line to Southampton, see p. 84. About 2½ m. S. is *East Hagbourne*, one of the most picturesque old villages in Berkshire.

Before and after (56¼ m.) *Culham*, 1¼ m. E. of the village (p. 299) and 3¼ m. W. of Dorchester (p. 299), with a training college for schoolmasters, we cross the Thames. On the right are Nuneham Woods (p. 299). — At (58½ m.) *Radley* is St. Peter's College, a well-known public school, founded in 1847.

Radley is the junction for (2¾ m.) **Abingdon** (*Crown & Thistle*; *Queen's*, R. 3/6; *Lion*, R. from 3/6; omnibus to Oxford 8*d.*), a pleasant old agricultural town (6809 inhab.) which sprang up round a powerful Benedictine mitred *Abbey*, founded in the 7th century. The sole remains of the abbey are the gateway, the prior's house, and the guest-house (open free daily, incl. Sun.; apply at No. 2, The Abbey). The *Municipal Buildings*, incorporating the gateway, contain two portraits by Gainsborough, standard measures of Queen Elizabeth, and some good plate and pewter. *St. Helen's* is a noble Perp. church, with a fine spire, double aisles, a Jacobean pulpit (1626), and many interesting details. Close to it is the picturesque *Christ's Hospital*, an almshouse founded in 1553 in direct succession to the ancient Guild of the Holy Cross. The council-chamber in the centre is interesting. The church of *St. Nicholas*, originally Norman, was remodelled in the Perp. style. In the market-place is the *Town Hall*, with an undercroft, built in the style of Inigo Jones (1677). The charming bridge over the Thames dates from 1416. — The church at *Drayton*, 2½ m. S., has some notable alabaster carvings of the 16th century.

Beyond Radley we skirt the Thames. Iffley (p. 299) and then the famous view of the towers and spires of Oxford appear on the right. — 63½ m. **Oxford**, see Rte. 42.

B. BY RIVER.

The Thames above London, the "stream of pleasure," is an ideal boating-river, for its commercial traffic is small, its curreut gentle (except after floods), and its varied scenery unsurpassed for quiet, typically English beauty: low hills and wooded cliffs, luxuriant meadows, handsome country-houses, and pretty bungalows with gardens and lawns sloping down to the river. Quaint villages and sleepy little towns stand on its banks, and comfortable and attractive inns and hotels are numerous (though rarely cheap). The finest stretches are those between Maidenhead and Marlow, Henley and Sonning, Mapledurham and Goring; in the first two are seen many gaily decorated house-boats. Reading is the only factory-town between Kingston and Oxford. Leisurely boating-parties should not neglect the peculiar charm of the Thames, its solitary backwaters and side-streams.

Comp. *Salter's* 'Guide to the River Thames' (1919; 2/6); for literary and historic associations see *Belloc's* 'Historic Thames' (1907) and 'The River of London' (1913); for the history of the navigation *F. S. Thacker's* 'The Thames Highway' (2 vols.; 1914 and 1919).

Steamers. An excellent service of steamers is maintained during the summer months (in 1919. May 15th to Sept. 27th) by Messrs. Salter

Bros. of Oxford, plying twice daily (except Sun.) in each direction between *Kingston* (Sun Hotel) and (91½ m.) *Oxford* (Folly Bridge). The morning steamer leaves Kingston at 9 a.m., spends the night at Henley, and reaches Oxford at 7 p.m. The afternoon steamer leaves at 2.30 p.m., spends the first night at Windsor and the second at Wallingford, and reaches Oxford at 1.10 p.m. Fares: from Kingston to Windsor 3/4, day return 4/6; to Henley 7/4, return (available one month) 13/; to Reading 8/10; to Oxford 15/, return 25/; etc. Passengers may hoard or leave the steamers at any lock or regular stopping place, at proportionate fares (cheap day return fares). Holders of through-tickets may hreak the journey. Combined railway and steamer tickets are issued at Paddington, Waterloo, and many other stations on the G.W.R., L. & S.W.R., and S.E. & C.R. Children under twelve half-price. Luggage up to 112 lh. free. Bicycles are carried at a special tariff. Dark-room on hoard. Rfmts. are ohtainahle, and the steamers stop for luncheon at Windsor, Henley, or Wallingford. No dogs allowed.

Boating. Rowing-boats, punts, and canoes may he hired anywhere (skiffs c. 1/–1/6 the first hr., 6*d*.–1/ every additional hr.; 5/–10/ per day; 20/–40/ per week), hut a previous hargain is essential. Sailing-hoats and motor-launches (from 42/ per day) are more expensive. The hest punting waters are at Staines, Maidenhead, and Goring. — The complete trip hy rowing-boat downstream from Oxford to London may be comfortably accomplished within a week. Messrs. Salter quote inclusive charges (e.g. douhle-sculling skiff with tent-cover and mattress, incl. cartage back to Oxford from Kingston, 75/ for 1st week, then 30/ per week).

Rule of the River. Small boats proceeding upstream keep near the hank to escape the current; going downstream, they keep more in the centre of the river and pass outside hoats coming up. Punts are entitled at all times to the course nearest the bank. Rowing-hoats should give way to sailing-boats, steamers, and racing-hoats. — There are 31 Locks hetween Kingston and Oxford; small hoats may pass through the locks or, when they exist, over the rollers (fee in either case 3*d*., incl. the return-journey if made on the same day). In the locks keep as close as possihle to the sides and well clear of the gates; care should he taken to keep the gunwale from catching on the walls and the rowlocks from getting entangled in the chains. The weirs and lashers should, of course, he given a wide herth, especially when the water is high.

Regattas. *Henley Royal Regatta*, held on three days in the first week of July, is the premier amateur regatta of the world (founded 1839) and is a very gay, crowded, and fashionahle function. The chief events (open also to foreign and colonial oarsmen) are the Grand Challenge Cup (eights), Stewards' Cup (fours), Silver Goblets (pairs), and the Diamond Sculls. The Ladies' Plate (eights) and Visitors' Cup (fours) are restricted to college and puhlic school crews. Other rowing regattas are held (mostly in July and early August) at Putney, Molesey, Marlow, Kingston, Walton, Reading, Bourne End, and Goring. At these and at the minor regattas elsewhere visitors usually contribute to the expenses by huying little hoat-flags (2/6).

Angling. The Thames is somewhat overfished, hut in favourahle conditions trout harbel, chub, hream, roach, dace, pike, perch, eels, and gudgeon may he caught. The fishing is free everywhere except in the Maidenhead district and in one or two other spots. To fish from the weirs a Thames Conservancy permit is necessary (10/6 for the year). For use of punt, tackle, and bait a charge of 10/ per day is usual. The close season for trout is from Sept. 11th to March 31st, for coarse fish from March 17th to June 15th. The favourite anglers' resorts are Twickenham, Teddington, Shepperton, Weyhridge, Staines, Wrayshury, Cookham, Hurley, Sonning, Whitchurch, Clifton Hampden, Abingdon, and Sandford.

In the following description the words 'right' and 'left' (r. and l.) refer to the journey upstream. 'Btyd.' indicates boatyards, where boats may be hired.

Kingston (*Griffin*; *Sun*; Turk's, Pope's, and Burgoyne's btyds.), reached by electric train from Waterloo every 10 min., and thence viâ *Surbiton* (Hart's btyd.) and *Thames Ditton*

(Tagg's and Whatford's btyds.) to (3 m.) *Hampton Court* (Tagg's btyd.), see the *Blue Guide to London.* The Thames here separates Middlesex (r.) from Surrey (l.). — On the right is the palace ; on the left, beyond the mouth of the *Mole*, the railway station. — Above the bridge is *Molesey Lock* (rollers), and above *Tagg's Island* (Karsino, with restaurant, tennis, dancing, etc.) we pass *Hampton* (r. ; Bell ; Red Lion ; Benn's, Langshaw's, and Constable's btyds. ; rail. stat., p. 283), with Garrick's Villa. Opposite is *Hurst Park Racecourse*, and farther on is a series of reservoirs. 6 m. *Sunbury Lock* (rollers). *Sunbury* (Magpie ; Flower Pot, R. & B. 6/6 ; Weir ; Clark's and Stroud's btyds.) lies on the Middlesex bank (rail. stat., p. 283), near *Kempton Park Racecourse* (special station). — 7½ m. *Walton Bridge*. *Walton-on-Thames* (Swan ; Rosewell's and Clark's btyds. ; rail. stat., p. 59) is on the Surrey side, where also rises *St. George's Hill*. We now pass *Cowey Stakes*, said to be the spot where Cæsar forced the passage of the Thames in despite of Cassivellaunus. R., ¾ m. farther, is *Halliford* (Ship ; Red Lion ; Rosewell's btyd.), adjoined by *Shepperton* (Anchor ; Poulter's btyd. ; rail. stat., p. 283). — 9½ m. *Shepperton Lock* (Ship, pens. from 84/ ; Dunton's btyd.). At the mouth of the *Wey* (l.) lies *Weybridge* (p. 59).

Pleasure-boats may ascend the *Wey* as far as (15¼ m.) *Guildford* (p. 56 ; toll 5/) and (19¾ m.) *Godalming* (p. 60 ; toll 7/) ; or follow the *Basingstoke Canal* to (17 m.) *Aldershot* (p. 78) and (38 m.) *Basingstoke* (p. 73 ; toll 25/). There is lovely scenery on both waterways, but locks are numerous and help in working them is rarely to be had.

Beyond *Chertsey Bridge* is (11½ m.) *Chertsey Lock*. *Chertsey* (p. 59 ; Taylor's btyd.) lies on the Surrey side. — At (r.) *Laleham* (Horse Shoes ; Feathers ; Harris's btyd.) Matthew Arnold (1822–88) was born and is buried. Laleham House is the seat of the Earl of Lucan (no adm.). — 13½ m. *Penton Hook Lock*, with a pleasant backwater and a bungalow-colony. — 15½ m. *Staines Bridge*, built by Rennie in 1834. *Staines* (p. 283) is on the Middlesex bank. — Just short of (16½ m.) *Bell Weir Lock* (rollers ; Angler's Rest), the *Colne* enters the Thames on the right ; thence almost to Henley (p. 298) the right bank belongs to Buckinghamshire. On the left lies *Egham* (p. 283), above which is the level meadow of *Runnymede*, the meeting-place of the barons before the signing of Magna Charta in 1215. 18 m. *Magna Charta Island*, where King John signed the charter. Above Runnymede is *Cooper's Hill*, celebrated in Sir John Denham's poem. The left bank of the river now belongs to Berkshire. Just within the boundary is *Beaumont College*, a Jesuit boys' school in a house once occupied by Warren Hastings. Close by is the 'Bells of Ouseley' inn, noted for its ale. — 19½ m. *Old Windsor Lock*. — Beyond the Albert Bridge (1851) is *Datchet* (r. ; Manor House Hotel ; rail. stat., p. 283), where Falstaff was ducked in the Thames. Opposite is the Home Park. — We pass under the Victoria Bridge and reach (22½ m.) *Romney Lock*.

23 m. *Windsor Bridge* connects **Windsor** (l. ; p. 283; Boddy's btyd.) with *Eton* (r. ; p. 289 ; Winter's boatyard).

Windsor Castle and Eton College are both seen to great advantage from the river. Above Windsor is (24 m.; l.) *Clewer* (p. 289). — 25 m. *Boveney Lock* (rollers). 27 m. *Down Place* (l.) was the residence of Jacob Tonson (d. 1736), the publisher, and a meeting-place of the Kit-Cat Club. — 27½ m. *Monkey Island* (hotel), a popular resort of boating parties. The stream is very swift at this point. — 28 m. *Bray Lock* (rollers). At the charming village of *Bray* (George; Hind's Head; Woodhouse's btyd.), ½ m. farther on, is the picturesque Jesus Hospital (1627), which disputes with Sackville College at East Grinstead (p. 38) the distinction of being the 'Harbour of Refuge' in Fred Walker's well-known painting of that name in the Tate Gallery. The fine half-timbered 15th cent. mansion of *Ockwells* lies 2 m. W.

The notorious 'Vicar of Bray,' who thrice changed his creed in order to keep his preferment, is commonly identified with one Simon Aleyn (d. 1588), who, however, flourished under the last four Tudor monarchs, and not "in good King Charles's golden days."

Passing under the G.W.R. bridge and (29½ m.) *Maidenhead Bridge* we reach **Maidenhead** (p. 291; Bond's and Wilder's btyds.), opposite *Taplow* (r.; p. 291). Taplow Court (no adm.) is the seat of Lord Desborough. Here begins one of the most beautiful reaches of the Thames, and on fine Sundays in summer (especially on 'Ascot Sunday'; comp. p. 283) hundreds of boats pass through (30¼ m.) **Boulter's Lock,** where their passage is watched by a gaily dressed crowd. On the right, for 2 m. above the lock, extend the **Cliveden Woods* (comp. p. 291), and opposite (32¼ m.) *Cookham Lock* (rollers) is the estate of *Hedsor* (Lord Boston; adm. on application), to the E. of which lies *Dropmore* (p. 291), with its lovely gardens. *Cookham* (p. 291), with a bridge, lies on the left bank, ½ m. beyond the lock, and on the right, 1 m. farther, is *Bourne End* (p. 291). The fine Quarry Woods (l.) begin just short of (36½ m.) *Marlow Lock*. *Marlow* (p. 291; Meake's and Red-knap's btyds.) is on the right bank. We next pass (l.) *Bisham Abbey* (no adm.), a Tudor mansion incorporating the hall of an Augustinian priory, in which Princess Elizabeth was confined for three years by her sister Queen Mary. In the church are a monument to Sir Philip and Sir Thomas Hoby (d. 1558, 1566) and a fine armorial window of enamelled glass. — 38 m. *Temple Lock* (rollers). — 38½ m. *Hurley Lock*. *Hurley* (Olde Bell, R. & B. 8/6, L. 3/6, D. 5/; East Arms), ½ m. from the river (l.), a picturesque village, has an interesting Norman, partly pre-Conquest church and the remains of a Benedictine monastery. About 1 m. farther on is (r.) *Medmenham Abbey*, a mansion occupying the site of a 13th cent. Cistercian monastery. The 'Monks of Medmenham,' otherwise the 'Hell-Fire Club,' a fashionable club founded here by Sir Francis Dashwood about the middle of the 18th cent., adopted the maxim 'Fay ce que voudras' ('do what you please'; still to be seen above the door) and were notorious for their blasphemous orgies (probably exaggerated in the telling). Churchill, the poet, Whitehead, the dramatist, and John Wilkes (a guest only) were among the

leading spirits. — Beyond *Aston Ferry* (Flower Pot, on the left) is (42 m.) *Hambleden Lock.* The pretty village of *Hambleden* (Stag & Huntsman) lies 1 m. from the river (r.). — Round the next bend we reach *Regatta Island* (p. 292) and the Henley Regatta course, and pass some of the finest house-boats on the river. *Fawley Court* (r.), a mansion built by Inigo Jones, stands on the boundary between Buckinghamshire and Oxfordshire.

44½ m. *Henley Bridge.* **Henley** (p. 292 ; Hobbs's, Parrott's, and Red Lion btyds.) is on the right (Oxford) bank. — 45½ m. *Marsh Lock* (rollers). On the left is a picturesque backwater. Then comes *Wargrave* (p. 292), on the Berkshire bank. — 48 m. *Shiplake Lock*, with a camping ground, where the little river *Loddon* joins the Thames. *Shiplake* (p. 292) is on the right. — 51 m. *Sonning Lock* is one of the prettiest on the river. The charming village of *Sonning* (White Hart ; Bull ; French Horn, on the right bank), on the left, has an ancient bridge and a church containing eight brasses of the 15–17th centuries.

53½ m. *Caversham Lock* (Tims's and East's btyds.), ½ m. beyond which is *Caversham Bridge*, connecting **Reading** (p. 292) with *Caversham* (Moss's btyd.), its Oxfordshire suburb.

About ½ m. below the lock the Thames is joined by the *Kennet*, which is navigable as far as (18½ m.) *Newbury* (p. 118). Thence boats may go on by the *Kennet & Avon Canal* to (75½ m. from Reading) *Bath* (p. 143), viâ *Hungerford* (27½ m. ; p. 118), *Devizes* (53½ m. ; p. 119), and *Bradford-on-Avon* (65½ m. ; p. 117). Toll 1/ per lock (to Bath 30/).

57 m. *Tilehurst* (p. 293), on the left bank. — 58 m. **Mapledurham Lock*, with a much-painted mill and weir. Close by is the Tudor manor-house of the Blount family, of which Martha Blount, Pope's friend, was a member. — We now enter one of the finest reaches of the Thames, extending hence to Cleeve Lock. On the right is *Hardwicke House*, delightfully situated. — 60½ m. *Whitchurch Lock*, with a bridge connecting *Pangbourne* (l. ; p. 293 ; Ashley's btyd.) with *Whitchurch* (r. ; p. 293). Farther on is *Basildon*, with a railway-bridge. — 64½ m. *Goring Lock*, with a wooden bridge connecting *Goring* (r. ; p. 293 ; Ellis's btyd.) with *Streatley* (l. ; p. 293 ; Saunders's btyd.). — 65 m. *Cleeve Lock* (Leather Bottle). The Oxford trial eights are rowed between Moulsford railway-bridge and (2 m.) this point. Opposite *Moulsford* (l. ; p. 293) is *South Stoke*, with an E.E. church.

70½ m. *Wallingford Bridge*, leading from **Wallingford** (l. ; p. 294 ; Corneby's btyd.) to (¼ m.) *Crowmarsh Gifford* (r.), which has a charming little Norman church, and to (3 m.) Ewelme (p. 294). — 71½ m. *Benson Lock.* On the Oxfordshire bank is *Benson* or *Bensington* (Crown ; White Hart), where Offa of Mercia once had a palace. — The twin *Sinodun Hills* or *Wittenham Clumps* (ancient encampment) now come into view and remain in sight for the next 8 m. ; owing to the sinuous course of the river, their aspect is continually changing. — 72½ m. *Shillingford Bridge* (Shillingford Bridge Hotel, pens. from 10/6, a favourite resort), leading on the

right to *Shillingford* (George). Farther on is (74½ m.) the mouth of the river *Thame*, which is navigable for very light boats as far as (20 m.) *Thame* (p. 321). Above this point the Thames is known also (poetically but not locally) as the *Isis*. — 75½ m. *Day's Lock*. On the left bank is *Little Wittenham*.

On the right a footpath leads past some ancient earthworks to (1 m.) **Dorchester** (*White Hart*, *George*, *Crown*, *Fleur-de-Lis*, all modest inns), now a mere village but formerly a Roman station and an important Saxon town. From 634 to 707 it was the cathedral city of Wessex, and from 869 to 1072 that of Mercia. A priory of Austin canons was founded here in 1140. Near the picturesque bridge over the Thame is the **Abbey Church* of SS. Peter and Paul, a remarkable Trans. Norman and Dec. building and a famous battleground of ecclesiologists. The ground-plan and proportions are most singular. Though 200 ft. in length, it is of a purely parochial type. The nave and the W. end of the choir date from c. 1180. The round transeptal arches date only from the 17th century. The nave and choir aisles are built in the geometrical Dec. style (1280–1320); we note the unrivalled *Choir-arcades and the Norman leaden font, with figures of the Apostles. The E. end of the church dates from the close of the Dec. period, and has three unique windows, filled with tracery throughout and ornamented with sculptured figures. The painted glass is original. On the N. side is the celebrated *Jesse Window. Under the S. window are the beautiful sedilia and piscina; the old glass in the little triangular windows represents the life of St. Birinus. The tower is debased (c. 1680). The sole remains of the abbey buildings are incorporated in the schoolhouse. — Motor-omnibus to Oxford, see p. 301; Culham (p. 294) is the nearest railway station.

About 2¾ m. above Day's Lock is (r.) *Clifton Hampden* (Barley Mow, pens. 12/6, on the left bank), with a bridge and a church (Trans. and Dec.) situated on a low cliff. — 78½ m. *Clifton Lock*. On the backwater is the pretty village of *Long Wittenham* (Plough), the church of which contains a unique piscina (serving also as the founder's monument) and a leaden font of c. 1190. We next pass *Appleford* (l.), near the railway-bridge. — 81½ m. *Culham Lock*. *Culham* (Lion; p. 294), on the right, is connected by a bridge with *Sutton Courtenay*, a delightful village on a backwater, with an interesting church and several old houses. — *Culham Bridge* (r.), farther on, dating from 1416, spans a branch of the river which rejoins the main stream above Abingdon Lock (no passage for boats). — **Abingdon** (p. 294; Stevens's and Botterill's btyds.) has a bridge with six pointed arches, dating from 1416, ¼ m. below (84 m.) *Abingdon Lock*. — Beyond the railway-bridge begin (r.) the beautiful woods of **Nuneham Park*, the seat of Viscount Harcourt.

The park (1200 acres) is open to visitors on Tues. and Thurs. in summer (May to mid-Sept.) by ticket obtained on application (enclosing stamped envelope) to Mr. Harry Gale, Nuneham Courtenay. The house, with its picture-gallery and the famous gardens, laid out by Capability Brown, are not shown. On the brow of the hill is the conduit built by Otho Nicholson in 1610 and transferred hither from Carfax in Oxford in 1781. The village and church of *Nuneham Courtenay* (Harcourt Arms) were transferred to their present position on the London road by Earl Harcourt in 1765.

Leaving *Radley* (p. 294) on the left, we arrive at (88½ m.) *Sandford Lock* (King's Arms), with the Radley College boat-house. — About ¼ m. farther on we pass *Kennington Island* (Swan). — 90 m. *Iffley Lock* (rollers); the picturesque old mill was burnt down in 1908. On the right is **Iffley Church**, the best-preserved specimen of a small Norman parish church in

England, built about 1170, with a fine low square tower. The W. front has a beautifully ornamented recessed doorway. The last bay of the chancel is E.E., and many of the windows were inserted in the Dec. and Perp. periods. — The reach between Iffley and (1½ m.) Folly Bridge is the scene of the 'Eights' and 'Torpid' boat-races (p. 302). A crucial point is the 'Gut,' a sharp and narrow bend, where many 'bumps' occur. Opposite the 'New Cut,' an artificial mouth of the *Cherwell* (p. 301), is the University Boathouse, on the left. On the right is the long line of college barges, behind which lies Christ Church Meadow. The steamer landing-place at (91½ m.) **Oxford** (Rte. 42) is at Folly Bridge.

The Thames above Oxford is much less frequented for boating, in spite of its beauty, as the river is shallow in the dry season and the currents are swift. No assistance is, as a rule, obtainable for passing the locks, and lodging is difficult to obtain near the river. The usual plan is to have a boat of shallow draught carted up to (32¼ m.) Lechlade (to Cricklade, 43¼ m., only in exceptionally wet seasons) and descend the river thence. Hire of boat from Messrs. Salter Bros. for 3 days, incl. cartage: to Lechlade 15/ to 42/6 according to size; to Cricklade 20/ to 47/6. Lechlade (p. 322) is reached direct from Oxford by train; Cricklade (p. 261) is 4 m. from Purton (p. 252; omn.). The angling on the upper reaches is good everywhere. — The unattractive section between Folly Bridge and Medley Weir may be avoided by beginning the expedition at the latter. — 1 m. *Osney Lock.* On the right is the entrance to the *Oxford Canal*, which runs viâ *Banbury* (27¼ m.; p. 329) and *Napton* (49 m.; Warwick & Napton Canal) to *Longford* (78 m.; Coventry Canal). Toll to Napton 20/, to Longford 30/. — 2 m. *Medley Weir* (rollers). On the right is *Port Meadow*, where the burgesses of Oxford have enjoyed the right of free pasture since the time of Edward the Confessor; on the left is *Binsey* (Perch), with St. Frideswide's Well. — 3¼ m. *Godstow Lock* (Trout), with the ruined Benedictine nunnery where Fair Rosamond (p. 321) was educated and was buried (c. 1176). To the left is *Wytham* (White Hart), famous for its strawberries, with *Wytham Abbey* (Earl of Abingdon). — 4¼ m. *King's Weir* (rollers), with another entrance to the Oxford Canal. We pass (6 m.) the mouth of the *Evenlode* (r.). — 7 m. *Eynsham Weir* (rollers), with *Swinford Bridge* (1777; toll), leading to *Eynsham* (p. 322), ¼ m. to the right. — 8¾ m. *Pinkhill Lock.* — 11¼ m *Bablock Hythe* (Chequers), celebrated in Matthew Arnold's 'Scholar Gipsy.' On the left a path leads to (1 m.) *Cumnor*, the scene of Amy Robsart's death. To the right is (2 m.) *Stanton Harcourt*, the original seat of the Harcourts, with the gatehouse, 'Pope's Tower,' and the kitchen of the old manor-house (adm. daily, 6*d*.). The church contains perhaps the earliest chancel-screen in England and the monument of Margaret Harcourt (1471), one of the three known effigies of ladies wearing the Order of the Garter. — 13 m. *Northmoor Lock.* — 15 m. *New Bridge* (c. 1200; Rose; Maybush) disputes with Radcot Bridge the title of the oldest bridge on the Thames. — 18 m. *Shifford Lock.* — 22 m. *Tadpole Bridge* (Trout), 2 m. S. of *Bampton* (p. 322). — 23 m. *Rushy Lock.* — 26 m. *Radcot Bridge* (Swan), 2¼ m. N. of *Faringdon* (p. 133). — 27 m. *Grafton Lock.* On the left is the church of *Eaton Hastings*; on the right, farther on, is (½ m.) *Kelmscott*, the country home of William Morris from 1871 till his death in 1896. It gave name to the famous Kelmscott Press at Hammersmith. Morris is buried in the churchyard. — 29 m. *Hart's Weir* (Anchor). The right bank now belongs to *Gloucestershire* (p. 252). — 30¼ m. *Buscot Lock.* — 31¼ m. *St. John's Lock*, the last on the river. — 32¼ m. *Lechlade Bridge.* **Lechlade** (p. 322) is on the right bank. — 33 m. *Inglesham*, with the entrance of the *Thames & Severn Canal*, which runs parallel with the river as far as *Cricklade* (7⅞ m.; available in dry weather), and thence viâ (15 m.) *Cirencester* (p. 252) to (28¾ m.) *Wallbridge*, on the Stroudwater Canal. Toll to Cricklade 10/, to Wallbridge 30/. — 36½ m. *Hannington Bridge.* On the right is *Kempsford* (George), with a beautiful church-tower. 39 m. (l.) *Castle Eaton* (Red Lion). — 43¼ m. *Cricklade* (p. 261).

42. OXFORD.

OXFORD (53,048 inhab.), a thriving city, an episcopal see, and the seat of an ancient university, is one of the most picturesque and interesting towns in Europe. The beautiful grouping of its spires and towers as seen from a distance is renowned, not less the noble Gothic architecture of its colleges, halls, and chapels, with their verdant 'quads' and sequestered gardens, and the "streamlike windings" of its famous High Street. The Cherwell ('Char') joins the Isis (or Upper Thames) just below the town.

Oxford University has 21 colleges and 1 hall, about 60 professors, as many readers or lecturers, 300 fellows, and (1919) c. 4500 undergraduates. *Campion Hall* and *St. Benet's Hall* are licensed as private halls for Jesuit and Benedictine students respectively. Not incorporated with the University are four theological halls (*Mansfield College, Manchester College, St. Stephen's House,* and *Wycliffe Hall*), *Ruskin College* (for working-men), and the Women's Colleges (p. 304).

Railway Stations. *Great Western* (Pl. A 1; Rfmts.), for London, Birmingham, Worcester, etc., and used also by G.C.R. trains; *London & North-Western* (Pl. B 2), for Bletchley (Bedford, Cambridge).

Hotels. Randolph (Pl. B 4, 5), at the corner of Beaumont St. and Magdalen St., R. from 5/6, B. 1/6 to 3/6, L. 4/, D. 6/; Mitre (Pl. D 5), High St., old-fashioned but comfortable, R. from 6/, B. 3/6, L. 3/6, D. 6/; Clarendon (Pl. C 4), Cornmarket St.; King's Arms (Pl. C 6, 7), corner of Holywell St. and Parks Road; Golden Cross (Pl. D 5), Roebuck (Pl. D 5), two commercial hotels in Cornmarket St.; Eastgate (Pl. E 7), High St., R. from 4/6, D. 4/; Wilberforce Temperance Hotel (Pl. D 4), Queen St. — Boarding Houses. *St. Aldate's,* 95 St. Aldate's St., from 30/; *Oxenford Hall,* 13 Magdalen St., from 52/6; *Isis,* from 63/. — Lodgings are readily found during the vacations, but for Commemoration and Eights Week (p. 302; prices raised) it is essential to engage rooms in advance.

Restaurants. At the hotels; *Buol's,* 21 Cornmarket St.; *Boffin's,* 107 High St. (branch at Carfax); *George Café,* corner of Cornmarket St. and George St.; *Cadena Café,* 45 Cornmarket St.

Baths, Merton St. (Pl. E 6, 7); swimming bath 1/, Turkish bath 2/6. — River Bathing. In the Cherwell at *Parson's Pleasure,* South Parks Road (towel 6*d.*); in the Thames at the *University Bathing Place,* beyond the University Boat House (p. 300).

Post Office (Pl. D 4), St. Aldate's.

Cabs. For 1 or 2 pers. 1st mile 1/, then 6*d.* per ½ m., each extra person 6*d.*; by time 2/ per hr., each extra pers. beyond two 6*d.* per hour. From 12 to 6 a.m. 50% extra is charged. Luggage up to 56 lb. free. — Motor Taxicabs, 1/ per m.; waiting, 4/ per hr. — Motor Omnibuses (office, 3 Queen St.) ply in the city and at longer intervals to *Headington* (3½*d.*), *Littlemore* (3½*d.*), *Sandford* (5*d.*), *Nuneham* (8*d.*), *Dorchester* (1/2), *Shillingford* (1/4), *Benson* (1/6), and *Wallingford* (1/9); to *Abingdon* (8*d.*), *Steventon* (1/2), *Harwell* (1/4), *E. Hendred* (1/6), and *Wantage* (1/6).

New Theatre (Pl. C 4), George St. The Oxford University Dramatic Society (O.U.D.S.) occupies this theatre for a week in February.

Boating is very popular on the Cherwell and the 'Upper River' (above Medley, p. 300), while the Thames between Folly Bridge and Iffley is mainly reserved for the eights. Boats may be hired from *Salter* or *Harris,* Folly Bridge; *Talboys,* Christ Church Meadow, at the mouth of the Cherwell; *Tims,* higher up the Cherwell; and at Medley (p. 300). 'Centreboard' sailing is popular on the Upper River; punts and canoes are the most suitable craft for the Cherwell.

Hints to Visitors. The best way of seeing Oxford is under the escort of a 'member of the University'; but the colleges and most of the college gardens are always freely open to the unaccompanied visitor, and the chapels, halls, and libraries (when closed) are shown on application to the porter (fee). During the vacations, especially in 'the Long'

(from mid-June to mid-October), the characteristic University life ebbs, but the 'architectural' visitor finds compensation in the absence of bustle. Perhaps the most interesting time for a visit to the University is *Commemoration* or the *Encænia*, the week at the close of the summer-term when the degrees are conferred and the colleges vie with one another in hospitality to their guests. An equally gay time is *Eights Week* at the end of May, when the college boat-races and cricket-matches are held. The boat-races begin at Iffley and end at the College Barges (p. 300). The college crews (over 20 in number) race in three divisions, and the top boats of the second and third divisions ('sandwich boats') row also at the bottom of the first and second divisions. The boats start at intervals of 160 ft.; if a boat succeeds in 'bumping' the one in front of it, it takes the place of the latter in the next day's contest. The 'Torpids,' at the end of February, are similar races in heavier boats, and serve as trials for filling up vacancies in the 'eights.' The 'Coxswainless Fours' are rowed in November, the 'Pair Oars' and the 'Sculls' in early June. The inter-university boat-race, cricket and football matches, and athletic sports take place in London (see the *Blue Guide to London*). — The chapels of New College and Magdalen are noted for their musical services. — In correct University parlance, High Street is always spoken of as 'the High' (similarly, 'the Broad,' 'the Corn,' for Cornmarket St., 'the Turl,' 'St. Giles's,' 'St. Old's,' for St. Aldate's St., and 'Holywell'); in referring to the colleges the word 'college' may be omitted except in the case of New College and should never be used of Christ Church.

History. Though J. R. Green claims for Oxford that it had "five centuries of borough life before a student appeared in its streets," the first authentic mention of its name (the 'ford of the oxen' or the 'ford over the Ouse' or river, i.e. the Thames) occurs in the Anglo-Saxon Chronicle of 912. The University is first mentioned in the 12th cent., though there are picturesque legends that it was founded by the mythical British king Memphric or, at least, by Alfred the Great; it may have developed from the monastic schools of St. Frideswide's priory (p. 306) but more probably owed its origin indirectly to the expulsion of foreign students from Paris. The early students who flocked to hear the lectures at Oxford found accommodation at halls or 'hostels,' some of which blossomed out into 'colleges,' corporate bodies with their own rules and privileges. The teaching side was in due time recognized as a 'studium generale' or university, likewise with all the powers of a corporation. By the reign of King John there were already 3000 students. In 1214 the University received from Pandulf, the papal legate, its first legal privilege, conferring immunity from lay jurisdiction, which was the first stage in the long and often riotous struggle between 'Town' and 'Gown.' The domination of the Dominican and Franciscan friars and the schoolmen (Duns Scotus; William of Ockham; Roger Bacon), established at Oxford in the 13th cent., was undermined and finally destroyed by the foundation of the college system, the teaching of John Wycliffe (the 'Flower of Oxford'), and the advent of the New Learning of the Renaissance, associated especially with the names of Grocyn, Colet, Linacre, More, and Erasmus. The Reformation was felt most severely at Oxford, and the successive changes of religion effectively emptied the University of students. The iconoclastic Calvinism of Edward VI's reign was followed by the Marian reaction and the execution of bishops. The Test Act of 1581 made Oxford an Anglican university, and until 1871 all members had to subscribe to the Thirty-Nine Articles. Under the chancellorship of Laud the statutes were codified and public examinations instituted; the number of students rose to 4000. Always the "home of lost causes," the University espoused the Stuart cause at the outbreak of the Civil War, while the city declared for Parliament. Oxford became the headquarters of the king and court in 1642, but in 1646 yielded to Fairfax. After the Restoration the University settled down into the unlettered ease of the 18th cent., the intellectual stagnation being interrupted only by the Methodist movement. Interesting events of the 19th cent. were the somewhat disastrous revival of Gothic architecture; the Tractarian and Lux Mundi movements in the Anglican Church; and the beginning of the democratization of the University shown in the 'Extension' movement and the foundation of Ruskin College. During the Great War the number of undergraduates fell to about 350, and most of

the colleges and University buildings were used as quarters for officer cadet battalions or as military hospitals.

University System. The distinguishing mark of Oxford and Cambridge, as compared with American, Continental, and even Scottish universities, is their combination of the communal life of the *Colleges* with the teaching and degree-conferring functions of the *University*. In some respects the relation between the University and its colleges resembles that between the Federal Government and the State Governments of the North American Union. Both University and colleges are corporate bodies with their own endowments (comp. p. 302), and the colleges now contribute to the funds of the University. Each college has its own staff of tutors, but its members are entitled to attend also all University lectures. The Honours lectures of the colleges are open to all members of the University.

The college community consists of a Head, Fellows, and Undergraduates. The Head is known as *Master* (the almost invariable term at Cambridge), *Warden*, *President*, *Principal*, *Provost*, *Rector*, or (at Christ Church) *Dean*. — The *Fellows* are selected from the most distinguished graduates, and at Cambridge have usually been undergraduates in the same college. The Fellows and Tutors are popularly known as *Dons*. — The *Undergraduates* or Students are either *Scholars* (who form part of the corporation) or *Commoners* (at Cambridge, *Pensioners*; the great majority). Gentlemen Commoners and sizars or servitors are almost extinct. Most of the students live within the college, the others (chiefly seniors at Oxford, freshmen at Cambridge) occupy approved lodgings in the town. They dine together in the college-hall, attend service in the college-chapel (or roll-call, as an alternative), and must be in college for the night at stated hours (latest midnight). At lectures, dinner, chapel, and (officially) in the streets after 9 p.m. undergraduates wear an academical costume, viz. a black gown (dark blue at Caius and at Trinity, Cam.) and a square cap known as a 'trencher,' 'square,' or 'mortar-board.' At Oxford Scholars wear distinctive gowns. At Cambridge academic dress is theoretically de rigueur all day on Sunday, white surplices taking the place of gowns at the chapel services. At Oxford the white surplice is usually worn by Heads, Fellows, and Scholars only. Graduates wear fuller gowns, differing according to their degrees; the full dress of the Doctors is mainly scarlet. — At both universities there are now also *Non-Collegiate* or *Unattached Students*, who live in private lodgings, under the general control of a *Censor*. These form but a small percentage of the whole body of undergraduates.

The ultimate governing authority of the University consists of the Masters of Arts, resident or non-resident, who have kept their names on the books, and is known at Oxford as *Convocation*, at Cambridge as the *Senate*. The Senate legislates by so-called 'graces,' Convocation by 'statutes.' All legislation, however, is initiated by the *Council of the Senate* (Cam.) or the *Hebdomadal Council* (Ox.), small elected bodies consisting of University officials, heads of colleges, and other members of the Senate or Convocation. At Cambridge this Council is elected by the so-called *Electoral Roll*, composed (roughly) of the resident part of the Senate; and at Oxford all measures must be approved by the similar body known as *Congregation*. The executive authority of the University rests in theory with the *Chancellor*, elected by the Senate or Convocation and usually a royal prince or nobleman of high standing, but the duties are practically performed by the resident *Vice-Chancellor*, who is invariably one of the heads of colleges, nominated at Oxford by the Chancellor and elected at Cambridge by the Senate. Among other University officials are the two *Proctors*, who have charge of University discipline and are assisted by Pro-Proctors and by servants popularly known as 'Bull Dogs'; the *Librarian*; the *Registrar* (Ox.) or *Registrary* (Cam.); and the *Public Orator*. The parliamentary representatives of the Universities are elected by the graduates and by women over thirty years of age who hold the equivalent of a degree.

Details as to the courses of study, the examinations, the degrees conferred, and the general life of the student may be most easily obtained from the *University Calendars* and the *Students' Handbooks* to the Universities. The first examination (if the undergraduate have not already passed an equivalent test before coming into residence) is 'Responsions' or 'Smalls' at Oxford and the 'Previous Examination' or 'Little-Go' at Cambridge. These deal with classics, 'divinity,' and elementary mathematics. Next comes, at Oxford, the First Public Examination

or 'Moderations' ('Mods.'), dealing with classics, the New Testament, and more advanced mathematics; the corresponding General Examination at Cambridge is practically abolished (see below). The final examination for the degree of *Bachelor of Arts* (B.A.) at Oxford, usually taken at the close of the third year of residence, is known as the Second Public Examination. It consists of two alternative Schools: (1) a Pass School, containing a variety of subjects arranged in Groups, of which three must be taken; (2) an Honour Examination in one of the nine following 'Schools': Literæ Humaniores or 'Greats' (classics, philosophy, ancient history), Mathematics, Natural Science, Jurisprudence, Modern History (incl. Economics and Political Science), Theology, Oriental Studies, English Language and Literature, and Modern Languages. Students in the new Oxford school of Agriculture and Forestry pass an examination leading to a degree in arts, with 'distinction' in deserving cases. Successful examinees in Honour Schools are arranged alphabetically in four 'classes' according to their achievement. A 'first-class' in Literæ Humaniores is the 'blue ribbon' of the schools. At Cambridge the ordinary or 'poll' degree (οἱ πολλοί) is taken by passing special examinations in two of a score of specified subjects (the General Examination, see above, being omitted). The honours men are examined in one or more of the following fourteen 'Triposes' (so called from the three-legged stools formerly used by the examiners): Mathematics, Classics, Moral Sciences, Natural Sciences, Theology, Law, History, Oriental Languages, Modern and Mediæval Languages, Mechanical Sciences, Economics, Anthropology, English, and Geography (added in 1919). Wranglers and Senior and Junior Optimes are now arranged alphabetically, so that the proud mathematical distinction of the 'Senior Wrangler' is a thing of the past. No additional examination is necessary at either University for the degree of *Master of Arts* (M.A.), which is merely a matter of fee and standing. — Both Universities confer the degrees of Bachelor and Doctor of Law (D.C.L. at Oxford, LL.D. at Cambridge), Medicine, Theology, and Music, and of Doctor in Science and Letters.

The University year (not occupying more than seven months) is divided into three terms, known at Oxford as Michaelmas, Hilary, and Trinity, and at Cambridge as Michaelmas, Lent, and Easter Terms. The average expenses of an undergraduate, living in college and sharing to a reasonable extent in the social life of his colleagues, may be estimated at between £150 and £200 per annum. Non-collegiate students and members of colleges making a special feature of economy (e.g. Kehle and Selwyn) may manage on a considerably lower amount, and the absolutely unavoidable expenditure may be placed at £100 or even less. Many students are aided by *Scholarships* or *Exhibitions*, varying in value from £25 to £120. There are also *Research Scholarships*, of greater value and usually for post-graduate students. The usual value of a *Fellowship* (see p. 303) is from £200 to £300; some are held for a fixed period, without restriction as to residence or occupation, while others are held conditionally on the performance of tutorial or other university or college work.

A unique feature of Oxford student life is the body of *Rhodes Scholars* (nearly 200 in number), appointed under the will of the Right Hon. Cecil J. Rhodes (d. 1902). The scholarships are of the value of £300 and are tenable for 3 years. Until the War they were drawn from the Dominions and Colonies of the British Empire, from the States of the American Union, and from Germany; but in 1916 the German scholarships were assigned to parts of the British Empire not mentioned in the will. The scholars are allowed to choose among the different colleges.

Women Students of Oxford and Cambridge (numbering over 400 at each) are not members of the University but are recognized as University students. They attend University and college lectures and are admitted to nearly all the examinations for degrees, but degrees are not at present conferred on them. At Oxford they read for both honours and pass examinations, at Cambridge for honours only. — The recognized societies of women students in Oxford are *Lady Margaret Hall* (1878), Norham Gardens; *Somerville College* (1879), Woodstock Road; *St. Hugh's College* (1886), St. Margaret's Road; *St. Hilda's Hall* (1893), Cowley Place; and the *Society of Oxford Home-Students* (1879; address of Principal, 5 South Parks Road). The annual cost of residence and tuition at these varies from £90 to £111. For the women's colleges at Cambridge, see p. 526.

From the railway stations (Pl. A, B 1) an uninteresting thoroughfare leads E. to the town, passing the County Hall, Assize Court, and Prison, on the site of the Norman and mediæval *Castle* (Pl. C 3), of which St. George's tower and crypt and the mound (all early Norman) remain. At CARFAX (Pl. D 4, 5; quadrifureus, quatre voies) we reach the centre of the old city, where four streets join. The 13th cent. tower at the N.W. angle is a relic of St. Martin's church, in which Shakespeare is said to have stood sponsor for the infant William Davenant. High St. (p. 308) leads straight on, but we diverge to the right down ST. ALDATE'S STREET (Pl. E 4; known as 'St. Old's'), which descends to (⅝ m.) *Folly Bridge* (rebuilt 1827), on which stood a gatehouse (pulled down c. 1770) said to have been used by Roger Bacon as his observatory. In this street, beyond (l.) the *Municipal Buildings* (1893–97; adm. 10–12 & 2–4) and (r.) the *Post Office*, is *St. Aldate's Church* (14th cent.; altered), behind which is Pembroke College, while opposite is the façade of Christ Church.

In Rose Place, to the right farther on, is *Bishop King's Palace*, built in the 16th cent. by Robert King, last abbot of Osney (p. 320) and first bishop of Oxford, but dating in its present form from 1628.

Pembroke College (Pl. E 4), founded in 1624 to supersede the ancient Broadgates Hall, is named after the Earl of Pembroke, chancellor at the time. The chapel (1732; redecorated in 1884 by C. E. Kempe) has the finest classic interior in Oxford; the other buildings are mostly of the 19th cent. (fine hall).

FAMOUS MEMBERS: Bp. Bonner, Francis Beaumont, John Pym, and Sir Thomas Browne studied at Broadgates Hall; Samuel Johnson (who occupied the second-floor rooms over the gateway), Shenstone, George Whitefield, and Blackstone at Pembroke. The library, the old refectory of Broadgates Hall, contains Johnson's desk; in the Senior Common Room are his portrait by Reynolds and his tea-pot.

***Christ Church** (Pl. E 5), known familiarly as 'the House,' is the largest college in Oxford (c. 200 undergraduates). 'Cardinal College,' founded in 1525 by Wolsey, on the site of St. Frideswide's priory, and refounded in 1532 by Henry VIII, was suppressed in 1546 and Christ Church was founded in its place. The throne of the Bp. of Oxford was placed in the church here in 1546, so that the college chapel is also the cathedral of Oxford, while the Dean is head both of the college and of the cathedral chapter. The 'Students' of Christ Church correspond to the 'Fellows' of other colleges. — In *Tom Tower*, built by Wren in 1682 over Wolsey's Gateway, the main entrance, hangs 'Great Tom' (fee to porter 2*d.*), a huge bell from Osney Abbey (7 tons; last recast in 1680), on which 101 strokes are sounded every evening at 9.5, giving the signal for the closing of all college gates. The GREAT QUADRANGLE ('Tom Quad'; 264 ft. by 261 ft.), the largest in Oxford, was intended by Wolsey as a cloister but was not finished until the Restoration.

From the N.E. corner of Tom Quad a tower-gateway (called 'Kill-Canon' from its draughtiness), with statues of Dean John Fell (1660–86; "I do not like thee, Dr. Fell")

and Dean Liddell (1855–91), leads to PECKWATER QUADRANGLE, built in 1705 on the site of Peckwater Inn. Here (S. side) is the *Library*, containing a few good pictures, a fine collection of drawings, Wolsey's chair, and interesting MSS. — CANTERBURY QUADRANGLE (1770), to the S.E., occupies the site of Canterbury Hall, which had Sir Thomas More as a student. A gateway leads hence into Merton St. (p. 308).

In the S.E. angle of Tom Quad, heneath the massive bell-tower (1878), a staircase (1640), with a heautiful fan-tracery *Roof, leads to the *Hall* (adm. 2*d.*), the largest and finest in Oxford, completed hy Wolsey in 1529. In this hall, 115 ft. long, 40 ft. wide, and 50 ft. high, with an elahorately carved oaken roof, stage-scenery was used for the first time in England in a play acted hefore Charles I in 1636. The splendid collection of *Portraits include those of Wolsey, ascribed to *Robert Greenbury*; Henry VIII, by *Sonmans*; Queen Elizabeth, hy *Zucchero* (?); Bp. King, by *C. Johnson*; Locke and Atterbury, by *Kneller*; William Penn (copy of the portrait in Haverford College, U.S.A.); John Wesley, by *Romney*; Canning, by *Lawrence*; Gladstone, hy *Millais*; Dr. Liddon and Rev. C. L. Dodgson ('Lewis Carroll'), by *Herkomer*; and Dean Liddell, hy *Watts*.

Outside the hall a staircase on the right descends to the *Kitchen* (fee to the cook), the oldest part of Wolsey's huilding, with vast fireplaces and a huge gridiron.

FAMOUS MEMBERS: Richard Hakluyt, Robert Burton, Richard Busby, John Locke (expelled for sedition, 1684), William Penn (expelled for nonconformity, 1661), John Wesley, Lord Mansfield, Canning, Sir Robert Peel, Gladstone, Ruskin, Pusey, Liddon, 'Lewis Carroll,' Lord Salisbury, Lord Rosebery, and Edward VII.

The ***Cathedral,** approached by an inconspicuous double gateway on the E. side of Tom Quad, has suffered from neglect and from restoration, but still retains many features of great interest. Besides some old glass it has several windows designed by Burne-Jones and executed by William Morris. Adm. free 11–1 & 2.30–4.30; services at 10 & 5.

Originally the church of a nunnery founded hy St. Frideswide in the 8th cent., this church was rehuilt for secular priests in 1004 hy Ethelred II, hut the present late-Norman appearance dates from the restoration or rehuilding by Robert of Cricklade (1141–80). The three W. hays of the nave were pulled down by Wolsey, while the E. wall was entirely rehuilt and the W. front altered in the course of restorations hegun in 1870 by Sir G. G. Scott. The spire (144 ft.) is one of the earliest in England (13th cent.). — Dimensions, see p. xlix.

Interior. In the NAVE the massive pillars of the arcades are alternately round and octagonal. The arrangement of the double pier-arches forming a pseudo-triforium is one of great rarity in England. The roof is good 16th cent. woodwork, while the organ-screen and pulpit are Jacobean. On the N. side of the nave is the monument of Bp. Berkeley (d. 1753; "To Berkeley every virtue under heav'n"); in the pavement is a slab commemorating Dr. Pusey (d. 1882). — The TRANSEPTS, like the lantern, have early 16th cent. roofs. The S. end of the S. transept is a conjectural restoration by Scott, consisting of a slype surmounted by a gallery, which commands a good view of the whole interior. *St. Lucy's Chapel*, now the baptistery, in the former E. aisle of this transept, has a flamboyant *East Window, with fine old glass (c. 1330), including a representation of Becket's martyrdom, from which the saint's head

has been struck out. — The CHOIR has a rich and beautiful *Roof, which, like the clerestory windows, is in the Perp. style of c. 1480. In the S. choir-aisle are the tomb of Bp. King (d. 1577; p. 305) and a window commemorating him. On the N. side of the choir are three aisles, the two outermost being known as the Lady Chapel and the Latin Chapel. At the E. end of the N. choir-aisle and the Lady Chapel are three rough arches of an earlier church leading originally to three Saxon apses, of which the foundations have been traced. Between the N. choir-aisle and the Lady Chapel is the fragmentary base of the late 13th cent. shrine of St. Frideswide, once a resort of pilgrims, and opposite, between the Lady Chapel and the Latin Chapel, is the so-called 'Watching Chamber' of St. Frideswide (Perp.). In the *Lady Chapel* are numerous brasses and the fine tombs of Lady Montacute (14th cent.), Prior Sutton (d. 1316), and Sir George Nowers (d. 1425). Near the last is a tablet to Robert Burton (d. 1640; 'Democritus Junior'), author of the 'Anatomy of Melancholy.' — The *Latin Chapel*, mainly in the Dec. style and once used for divinity lectures, contains a 17th cent. pulpit and has 14th cent. glass in the side-windows.

From the S. nave-aisle or the hall staircase we enter the small Perp. CLOISTER, the W. walk of which was destroyed by Wolsey. This was the scene of Cranmer's degradation. In the E. walk is the late-Norman doorway of the CHAPTER HOUSE (adm. by canon's order only), a beautiful E.E. rectangular chamber, now used for divinity lectures. On the S. side is the 'Old Library,' now undergraduates' rooms, beneath which a passage leads to the ugly *Meadow Buildings* (1866).

Meadow Gate gives access to *Christ Church Meadow* (beyond Pl. E 5; entered also from St. Aldate's St.), across which the *New Walk* runs S. to the Isis, where are moored the *College Barges*, houseboats gaily decorated with the college colours and arms and fitted up as club-rooms and dressing-rooms for the various college boat-clubs. The *Broad Walk*, with its avenue of elms, leads E. to the Cherwell. The glory of the once fashionable evening-promenade here on 'Show Sunday' (the Sun. before Commemoration, p. 302) has departed. A path leads N. from the Broad Walk, crossing *Merton Field* and passing between Corpus (l.) and Merton (r.), with a section of the old city wall, to Merton St., one of the quaintest old streets of Oxford.

Corpus Christi College (Pl. E 5, 6) was founded in 1516 by Bp. Richard Foxe, who appointed University lecturers on Greek, Latin, and Hebrew, whence Erasmus named the college the 'bibliotheca trilinguis.'

The front quadrangle, and the gateway, with its fine oriel and fan-vaulted roof, date from the founder's time. The remarkable sun-dial with its perpetual calendar was erected in 1581. The *Hall*, with a hammer-beam roof, is small but picturesque; in the *Chapel* are a fine altarpiece by Rubens and Foxe's pastoral staff; the rich *Library* is one of the most picturesque in Oxford. The *Turner Buildings* on the S. side date from 1706, the new buildings at the corner of Grove St. from 1886. Corpus still possesses its founder's plate, the finest in Oxford; it was the only college that did not melt down its plate for Charles I.

FAMOUS MEMBERS: Nicholas Udall, Bp. Jewel (fellow 1542–53), Richard Hooker (rooms on library staircase, 2nd floor), Gen. Oglethorpe (p. 57). Thomas Day, John Keble, and Dr. Arnold.

***Merton College** (Pl. E 6), in all essentials the oldest college in Oxford, though both University and Balliol were endowed a few years earlier, was founded by Walter de Merton (comp. p. 18) in 1264 as a special training school for the secular as opposed to the monastic clergy. Its scholars are known as 'postmasters' (probably from Lat. 'portionista').

The irregular old buildings are among the most interesting in Oxford. The gateway tower was built in 1416. The front of the college was rebuilt by Sir Henry Savile in 1581. The *Hall* (much restored) has an old oak door with 13th cent. iron-work. The Dec. **Chapel* (1294–97), with a conspicuous Perp. tower added in 1450, never had a nave, and the transepts (14th cent.) now form an antechapel, in which are a fine Dec. piscina, old glass, and the monuments of Sir Henry Savile (p. 290), Sir Thomas Bodley (d. 1613; p. 313), and Anthony à Wood (d. 1695). The beautiful windows of the choir are filled with unique painted glass of c. 1300. In front of the high-altar are two very fine brasses (1387 and 1471). Between the front quadrangle and the picturesque 'Moh Quad' (c. 1380) is the curious *Treasury* or muniment room (1274), the oldest part of the college, with a high-pitched stone roof. The **Library*, in Moh Quad, is perhaps the most interesting mediæval library in England; built in 1377–78, it still retains many of its old fittings. The *Fellows' Quadrangle* (1608–10) is a fine example of Jacobean architecture. — Adjoining the front quadrangle on the E. is *St. Alban's Hall* ('Stuhhins'), founded in 1220 and incorporated with Merton in 1881. — The new buildings are by Butterfield (1864) and by Basil Champneys (1905).

Famous Members. Duns Scotus and William of Ockham were, traditionally, Merton men, and Wycliffe is claimed as a fellow. Other famous students are Thomas Carew, Richard Steele, and, in later times, Lord Randolph Churchill and Lord Halsbury. Massinger and Speaker Lenthall were members of St. Alhan's Hall, and Newman was its vice-principal. During the Civil War William Harvey (p. 14) was warden, and Henrietta Maria lodged here while the king was at Christ Church.

At the W. end of Merton St. is Oriel St., with the Canterbury Gate of Christ Church (p. 306) and the main entrance to **Oriel College** (Pl. E 6), founded as 'St. Mary's College' in 1324 by Adam de Brome and refounded in 1326 by Edward II, to whom he was almoner. It occupies the site of a building known as 'La Oriole' (perhaps from 'oratoriolum,' an oratory).

The picturesque front quadrangle, with hall (fine hammer-beam roof) and chapel, was built between 1619 and 1642; the back quadrangle, with the library, in the 18th century. Adjacent on the N. is *St. Mary's Hall* ('Skimmery'), absorbed by Oriel in 1902, with a picturesque little hall and chapel (c. 1640). The new front (1910) of Oriel, in High St. was built by Basil Champneys from the bequest of Cecil Rhodes.

Famous Members: Sir Walter Raleigh, Wm. Prynne, Bp. Butler, Gilbert White, Bp. Wilberforce, Thomas Hughes, and Cecil Rhodes. Among its fellows have been Whateley, Keble, Dr. Arnold, Newman, Pusey, H. and J. A. Froude, A. H. Clough, Matthew Arnold, and Lord Bryce. — The most eminent member of St. Mary's Hall was Sir Thomas More.

At the N. end of Oriel St. we emerge in the ***High Street** (Pl. D, E 5–7), one of the most beautiful streets in the world, leading from Carfax in a gentle curve to (½ m.) Magdalen Bridge. The unfolding of its charm is best seen on the ascent by the N. side of the street from Magdalen Bridge to Queen's Lane.

St. Mary's Church (Pl. D 6) has a conspicuous Dec. *Spire (150 ft. high). The chancel and nave, in the Perp. style, date from 1472 and 1488. Facing the High is a picturesque Italian porch erected by Dr. Morgan Owen, one of Laud's chaplains; the image of the Virgin and Child, by Stone, formed one of the charges against the archbishop.

Since the 14th cent. at least this has been used as the University Church, where the University Sermons are preached by 'select preachers' every Sun. morning in term-time and where the 'Bampton Lectures' are given. The sermons are preceded by the 'bidding prayer' for University benefactors. Abp. Cranmer was tried at St. Mary's in 1555, and it was here, in the following year, that he publicly repudiated his recantation. Newman (p. 335) was vicar from 1828 to 1843. The interior (10–5) has been spoiled by restorations and the wooden galleries erected for the undergraduates. At the W. door is the tomb of Amy Robsart (d. 1560; p. 300). On the N. side is the Dec. chantry of Adam de Brome (p. 308).

The *Old Congregation House*, at the N.E. end of the church, once housed the first University library founded by Bp. Cobham in 1320, and now contains the original statues from the spire of St. Mary's church.

All Saints (Pl. D 5; rebuilt 1706–8), at the corner of Turl St., has been the City Church since the demolition of St. Martin's (p. 305).

All Souls College (Pl. D 6, 7) was founded in 1437 by Henry Chichele, Abp. of Canterbury (comp. p. 29), as a chantry for the souls of those killed in the French wars of Henry V and Henry VI. Though it has a warden and fifty fellows, it is unique in having no undergraduates except four 'Bible Clerks.' The fine front and gateway facing the High St. and the first quadrangle are unspoiled 15th cent. work.

From the N.W. angle of the quadrangle an exquisitely vaulted passage leads to the Perp. *Chapel* (open 12–1 & 2–4), which contains an 18th cent. screen and a beautiful stone *Reredos, restored by Scott in 1872–76 after being walled up for two hundred years. We note the 15th cent. glass in the antechapel. The second or N. quadrangle, built by Hawksmoor in 1720–35, is debased in style, but "somehow or other the architect blundered into magnificence." On the N. side is the *Library* (200 ft. long), founded by Christopher Codrington (d. 1710), governor of the Leeward Islands, containing 100,000 vols. and Wren's designs for the building of St. Paul's.

Famous Members: Linacre, Sheldon, Jeremy Taylor, Wren, Blackstone, Bp. Heber, Lord Salisbury, Max Müller, and Earl Curzon, the present Chancellor of the University.

University College (Pl. D, E 6), a little farther down the High St., almost opposite All Souls, though it nominally claims Alfred the Great as its founder and celebrated its millenary in 1872, received its first endowment by bequest of William of Durham (d. 1249), and until 1280 was administered by the University. It removed to its present site about 1343.

The long curved front of the college, with its two tower-gateways, oriels, and ogee gables, is a good example of 17th cent. Gothic. The W. gateway, with statues of Queen Anne (outside) and James II (inside) leads to the larger quadrangle (1634–74), the E. gateway, with statues of Queen Mary (outside) and Dr. Radcliffe (inside) to the smaller quadrangle, built in 1719 from a bequest by Dr. Radcliffe. The *Chapel* (1639, altered in 1800 and 1862) has some fine 17th cent. glass and a carved screen and cedar wainscoting by Gibbons. The *Library* was built by Scott in 1861, and the beautiful *Master's Lodge* in Logic Lane was added by Bodley in 1879. New buildings in High St. by Barry (1843) and in Logic Lane (spanned by a bridge) by H. W. Moore (1902). — A passage in the N.W. corner of the great quad leads to the *Shelley Memorial*, a domed chamber containing the beautiful marble figure of the drowned poet by Onslow Ford (1893). Shelley had rooms in 1810 on the first floor of the stair to the right of the Hall; he was expelled after 11 months for publishing his pamphlet on 'The Necessity of Atheism.'

Famous Members: Lord Herbert of Cherbury, Dr. Radcliffe, Sir Edwin Arnold, and, as fellows, Lord Stowell, Lord Eldon, Dean Stanley, Goldwin Smith, Conington, and Lord Robert Cecil.

Nearly opposite University is the Italian front of **Queen's College** (Pl. D 7), founded in 1340 by Robert de Egles-

field, confessor to Queen Philippa, and favoured by her and other queens consort. The founder provided for a provost and twelve fellows to represent Our Lord and the Apostles, and seventy 'poor boys' as disciples, the first formal arrangement in Oxford for the education of undergraduates.

Several quaint customs are kept up at Queen's: the college is summoned to dinner by the sound of a trumpet; on Christmas Day the 'boar's head' dinner is celebrated; and on New Year's Day the Bursar presents to each guest at the 'gaudy' a needle and thread ('aiguille' and 'fil,' a pun on the founder's name), with the words "Take this and be thrifty."

The college was entirely rebuilt in 1692–1716. The fine Italianate front quadrangle is by Hawksmoor. The *Chapel* (good glass) and the handsome *Hall* were designed by Wren. The *Library*, in the back quadrangle, is an ornate room containing 95,000 vols., incl. the finest collection of Slavonic literature in England. The founder's drinking-horn is still in use as a loving-cup. — Henry V (portraits in the library and common-room) is said to have lodged at Queen's.

Famous Members: Wycherley, Joseph Addison and Wm. Collins (both of whom migrated to Magdalen from Queen's), Jeremy Bentham Wm. Mitford, Francis Jeffrey, and Walter Pater.

From the corner of Queen's Lane the finest view of the grand curve of the High St. is obtained. Opposite, a little farther down, are the *Examination Schools* (Pl. E 7; 1876–82), adjoined on the E. by the gabled building (1888) of the *Delegacy of Non-Collegiate Students*. The former (open 10–4; adm. 3*d*.) contains a large collection of portraits of English composers of the 17–18th cent.; and visitors may be present at vivâ voce examinations. At the corner of Longwall St., on the left, is *Magdalen College School*, coeval with the college, in a building of 1849.

***Magdalen College** (pronounced 'Maudlen'; Pl. E 8), the most beautiful as well as the richest college in Oxford, was founded by William of Waynflete in 1448, but the buildings on the present site, once occupied by the Hospital of St. John, were not completed till 1480. The scholars of Magdalen are called 'demies' (because they receive only half the allowances of a fellow). From the first Magdalen enjoyed a large share of royal favour, and it made great sacrifices for the royalist cause during Charles I's occupation of Oxford; but none the less in 1687–88 the fellows courageously resisted James II's unconstitutional attempt to force his nominee upon them as president of the college.

The chief feature of the High St. front is the graceful Perp. **Tower (view), 145 ft. high, built in 1492–1507 as the bell-tower of the college chapel, though separated from it. According to tradition it was designed by Wolsey, who was hursar at the time. A 17th cent. 'Eucharistic Hymn' is sung at the top of the tower at sunrise on May morning. Entering by the modern gateway we have on the left the new buildings of *St. Swithun's Quadrangle* (1882) and straight in front is the President's House, to the left of which is the *Grammar Hall*, a picturesque old fragment of Magdalen School. Immediately to our right are the open-air *Pulpit*, where a University sermon is preached on St. John the Baptist's day (June 24th), and the narrow entrance of the *Chaplains' Quadrangle*, in which there are remains of St. John's Hospital, including the blocked-up Pilgrims' Gate. The *Chapel* (11–4; entrance under the ivy-clad Muniment Tower, to the right) was finished before 1483, but the interior is now practically 19th cent. work. Services on week-days in term are held at 10 a.m. & 6 p.m., on Sun. (adm. by fellow's order) at 9.30 a.m. & 6 p.m.; the choir is famous for its singing. Beyond the

Muniment Tower is the *Founder's Tower*, containing the state apartments with a piece of tapestry representing the marriage of Prince Arthur to Catherine of Aragon. Beneath the Muniment Tower a passage leads to the picturesque **Cloisters*, dating from the founder's time but renewed in 1822. The grotesque figures (c. 1509) on the buttresses of the quad are known as the 'hieroglyphs.' A flight of steps in the S.E. corner leads to the *Hall*, with beautiful panelling, an oriel, a musicians' gallery, a Jacobean screen, a number of fine portraits, and a modern roof. The old *Kitchen* was perhaps a part of the original hospital. The *Library* contains a large number of illuminated MSS. and early printed books, incl. Wolsey's copy of the Gospels. The imposing *New Buildings*, beyond the lawn to the N. of the cloisters, date from 1735. Beyond stretches the *Grove*, Magdalen's deer-park. Thence a bridge crosses to a meadow, encircled by the Cherwell and by the *Water Walks, one of which (on the N.) is known as 'Addison's Walk.'

Famous Members: Bp. Foxe, Grocyn (divinity reader), John Colet (?), William Lily (?), Wolsey (the 'boy bachelor'), Card. Pole, Foxe the martyrologist (fellow), John Lyly, Prince Henry, eldest son of James I, John Hampden, Prince Rupert, Joseph Addison, Henry Sacheverell, Wm. Collins, Gibbon (expelled for joining the Church of Rome), John Wilson ('Christopher North'), Charles Reade (fellow), and Goldwin Smith. The present Prince of Wales also studied here.

Just beyond the college the stately *Magdalen Bridge* (view), built in 1779 and widened in 1883, crosses the two branches of the Cherwell to the uninteresting suburb of *East Oxford* (to Mesopotamia, see p. 317).

Opposite Magdalen is the *Botanic Garden* (Pl. E 7), the oldest in England, founded in 1632. The gardens are open free to the public (the plant-houses from 2 to 4), but to visit the library, herbarium, and museum, the permission of the Professor of Botany is required. At the farther end a gate leads into Merton Field and Christ Church Meadow (p 307).

We now retrace our steps to Queen's Lane (p. 310), a narrow and crooked roadway which we follow between high walls. On the right, opposite the side-entrance of Queen's (p. 309), is *St. Edmund Hall* (Pl. E 7), founded c. 1220 and acquired by Queen's College in 1559, the only survivor of the ancient halls (p. 302). The picturesque old buildings date for the most part from about 1650. A little farther on is *St. Peter's in the East* (Pl. D 7), an interesting old church with a late-Norman chancel, S. door, and *Crypt (c. 1150).

New College Lane goes on to the modest entrance of ***New College*** (Pl. D 7), which, in spite of its name, is over 500 years old, having been founded in 1379 by William of Wykeham, founder also of Winchester College (p. 77).

The buildings, completed about 1386, remain very much as the founder left them, and are among the earliest and finest examples of the English Perp. style. The *Front Quadrangle* was sadly marred in 1675 by the addition of a third story and the modernization of the windows. The noble **Chapel* (11–1 & 2–4; closed at 3 on Sat.) was restored in 1879 by Gilbert Scott and has a modern timber roof. The *Glass in the antechapel is original 14th cent., except the great W. Window, painted by Jervais from the designs of Reynolds (1777). In the pavement is a fine series of 23 brasses, dating from 1403 to 1619. The reconstructed stalls retain their old misericords. In a recess on the N. side of the altar is the founder's *Pastoral Staff. The choral services vie with those of Magdalen (8 a.m. & 5 p.m. in term, 7.30 & 6 in summer; Sun. 9.30 & 6; sub-warden's order necessary on Sun. in term). The quiet *Cloisters*, with remarkable ribbed vaulting, to the W. of the chapel, and the detached *Bell Tower* were completed in 1400. The *Hall*, adjoining the chapel, is the oldest and one of the finest halls in Oxford, with linenfold panelling ascribed to Abp. Warham and a modern oak roof. A passage in the E. side of the quad, under the *Library* (by Wyatt), leads

to the picturesque *Garden Quadrangle*, built by Wren in 1684–1708. The chief feature of the extensive **Gardens* is a well-preserved remnant of the old *City Wall*, constructed in the reign of Henry III. — New buildings by Scott (1872–76) and by Champneys (1886–88).

Famous Members: Chichele, William of Waynflete (?), Grocyn, Abp. Warham, Sir Henry Wotton, Bp. Ken, and Sydney Smith.

We emerge in Holywell Street (Pl. C 6, 7), a quaint old street uniting Magdalen with Broad Street.

St. Cross Road, at the junction of Holywell St. and Longwall St., leads to the church and cemetery of *St. Cross* (Pl. C 8). The church (11th cent.; much altered) retains its 13th cent. tower and chancel-arch

In Mansfield Road, leading from Holywell to the Parks, are **Manchester College** (Pl. C 7) and **Mansfield College** (Pl. B 7), two Nonconformist theological colleges, neither of which forms part of the University. The former, built by Worthington in 1891–93, is intended chiefly for the training of Unitarian ministers (comp. p. 449); the chapel contains a series of windows by Burne-Jones and Morris; and some of the old houses in Holywell have been adapted to form a picturesque quadrangle. Mansfield College (non-residential), a beautiful building by Champneys (1886–89), is maintained by the Congregationalists.

Beyond the *Old Music Room* (Pl. C 7) Holywell St. ends at Broad St., at the corner of which, on the left, is the *Indian Institute* (Pl. C 6), built in 1882 by Champneys. This is the centre of the Indian students in Oxford and of students training for the Indian Civil Service. It contains an Oriental museum and library (open 10 to 4 or 6).

Between the Indian Institute and the new buildings of Hertford (p. 314) is a remnant of the octagonal *Chapel of Our Lady by Smith Gate*, with a beautiful little 'Annunciation' over the S. entrance.

To the S.W. of the Indian Institute is the *Clarendon Building* (Pl. C 6), at the corner of Catherine St., built for the University by Vanbrugh in 1713, partly from the profits of Lord Clarendon's 'History of the Rebellion'; it housed the Clarendon Press (p. 320) till 1830 and is now used for various University delegacies. Adjoining it in Broad St. is the **Sheldonian Theatre** (Pl. C 6; open 10 to dusk, 3*d.*), holding 1500 spectators and built by Wren in 1669 at the expense of Abp. Sheldon, in imitation of the Theatre of Marcellus at Rome. The masks surmounting the piers of the external railings are popularly supposed to represent the Cæsars. Here is held the annual *Commemoration* or *Encænia* (about June 20th), commemorating benefactors of the University, when prize compositions are recited and honorary degrees are conferred, usually with a running commentary (always frank and often amusing) from the undergraduates in the galleries. The octagonal cupola, reconstructed in 1838, commands an excellent bird's-eye *View of Oxford. — The *Old Ashmolean Museum* (Pl. C 5, 6), adjacent on the W., likewise facing Broad St., was built in 1679–83 to receive the collections of Elias Ashmole (p. 319) and is at present occupied by the compilers of the Oxford English Dictionary and by the School of Geography.

Behind the Sheldonian lies the ***Divinity School** (Pl. C 6; open 9–5, 3*d.*), the basement story of Duke Humphrey's library (p. 313), built in the middle of the 15th century. Beyond the vestibule or *Proscholium*, used as a 'Pig Market' under Edward VI, we enter a noble room, with an elaborately

vaulted and arched stone *Roof. Here Cranmer, Ridley, and Latimer were examined in 1555, and here the House of Commons met in 1625, while the Peers occupied the picture-gallery (see below). It was subsequently used as a storehouse for corn, but was restored at the beginning of the 18th cent. by Wren, who designed the door on the N. side. — The door at the W. end leads into the *Convocation House*, an addition of 1638, where degrees are conferred upon students and where Convocation and Congregation (p. 303) meet. The *Apodyterium*, or robing-room, is used as the Vice-Chancellor's Court. The door at the E. end of the Divinity School leads to the *Old Schools Quadrangle*, built in 1439 and rebuilt in 1613–16. The Gate Tower on the E. side, built by Thomas Holt, is ornamented with columns of the five classical orders and a statue of James I. The building was once used for lectures in the different faculties and later for University examinations, but it is now entirely occupied by the—

***Bodleian Library** (Pl. C 6), which extends also over the upper story of the Divinity School and the Convocation House. The entrance is in the S.W. corner of the quadrangle ('Bibliotheca Bodleiana'). Visitors are admitted from 9 to 3, 4, or 5 (*3d.*); readers must be graduates or recommended by a 'don.' The library, which is the oldest and one of the most important in the world, containing about 1,009,500 bound volumes, including 40,000 vols. of MSS., was founded in 1602 by Sir Thomas Bodley (1545–1613), who presented his magnificent collection to the University. The older portion of the premises is in the form of the letter H, of which the central apartment, over the Divinity School, originally contained the library of Humphrey, Duke of Gloucester (1391–1447), destroyed in the reign of Edward VI, while the E. wing was added by Bodley in 1602 and the W. wing (over the Convocation House) was built by the University for John Selden's books in 1636. The library is one of the six that enjoy a right to a copy of every book published in the United Kingdom. It is especially rich in Oriental and Hebrew works, and possesses a very large collection of coins and many interesting portraits and relics.

Among its treasures (some of which are exhibited in glass-cases) are a 6th cent. MS. of the Acts of the Apostles (Codex Laudianus); an Anglo-Saxon translation of Genesis by Cædmon, with 9th cent. miniatures; a 12th cent. Terence; a MS. of the Apocalypse of Henry III's reign; the Hours of Mary of Burgundy; a psalter of 1340; a MS. of Wycliffe's Bible; Gutenberg's Bible (Mayence, c. 1455); autographs of Luther and Melanchthon; Caxton's 'Histories of Troye' (1474); Latin exercises of Edward VI and Elizabeth; a Shakespeare Collection (over 5000 vols.), including two copies of the first folio, a unique first edition of 'Venus and Adonis,' and an Ovid with Shakespeare's autograph; personal relics and books presented by Milton; an impression of the first Great Seal of Charles I (unique; discovered in 1915); the confession of the Duke of Monmouth; a Shelley Collection (MSS. and souvenirs), etc.

The Picture Gallery, higher up the library staircase, contains historical portraits: Earl of Pembroke, Sir Kenelm Digby, and others by *Van Dyck*; Selden, by *Mytens*; three portraits (one disputed) of Mary, Queen of Scots; Dr. Radcliffe and Wallis, by *Kneller*; Flora Macdonald, by *Allan Ramsay*; Dean Stanley, by *Watts*, etc. In the centre is a

bronze statue of the Earl of Pembroke (chancellor 1616–30), by *Le Sueur*, after Rubens. The gallery contains also Bodley's chest, a chair made from the wood of Drake's ship the 'Golden Hind,' Shelley's guitar, and other curiosities.

The adjoining doorway on the left in the Old Schools Quadrangle leads to the Hope Collection of *Engraved Portraits* (about 200,000; open to students 11–1 and, except Sat., 2–4).

In the square to the S. of the Old Schools rises the **Radcliffe Camera** (Pl. D 6), a handsome classical rotunda, with a dome on an octagonal base (100 ft. in diameter, 140 ft. high), the chef-d'œuvre of *James Gibbs* (1737–49). It was founded as a separate library by Dr. Radcliffe, the court-physician, but since 1861 it has been used as a reading-room for the Bodleian (open 9 a.m.–10 p.m.; visitors 3*d*.). Most of the modern literature and an excellent reference-library are kept here. The gallery at the base of the dome is another splendid view-point.

Hertford College (Pl. C 6), at the corner of Catherine St. and New College St., refounded in 1874, is the successor of Hart Hall (founded in 1284), which afterwards became Hertford College (1740–1816) but was absorbed by Magdalen Hall in 1822, its endowments being applied to founding the Hertford University Scholarship. The oldest part is the 16th cent. library, formerly the hall. The modern chapel, by Jackson (1908), is much admired.

Famous Members. Of Hart Hall, John Selden; of the original Hertford College, Charles James Fox; of Magdalen Hall, William Tyndale, Thomas Hobbes, Lord Clarendon, Sir Matthew Hale, Sir Henry Vane, and Dr. Wilkins.

On the W. side of Radcliffe Square is **Brasenose College** ('B.N.C.'; Pl. D 6), founded in 1509 by Wm. Smyth, Bp. of Lincoln, and Sir Richard Sutton. The name is probably derived from the brazen knocker (a lion's head) of the old hall, which was carried off to Stamford (p. 390) in 1333; this was recovered in 1890 and is kept in the college hall. Another derivation is from a supposed 'brasenhus' or brewery, on the site of the college. The 'Phœnix' undergraduates' club, founded c. 1780, is the oldest in Oxford.

The front quadrangle, with the entrance-tower and the *Hall*, entered by a curious porch, dates from the founder's time (a third story was added in the reign of James I). No. 1 staircase led to the old chapel, now the common room. The present *Chapel* and the *Library* were built in 1656–66, traditionally by Wren. The former is noteworthy for its successful combination of classical and Gothic forms. Its fan-tracery ceiling is said to have been brought from St. Mary's College (p. 318). The new quadrangle (by Jackson) facing the High St. dates from 1887–1910.

Famous Members: John Foxe, Robert Burton, Marston, the 'Child of Hale' (p. 451), whose name is borne by the Brasenose boat, Bp. Heber, who occupied rooms on Staircase No. 6, R. H. Barham of the 'Ingoldsby Legends,' H. H. Milman, and Walter Pater (fellow 1864).

We now follow High St. as far as Turl Street (Pl. C, D 5), which connects it with Broad St. On the right of the Turl, at the corner of Brasenose Lane, is **Lincoln College** (Pl. D 5), founded in 1427 by Bp. Fleming of Lincoln as a counterblast to the Wycliffite movement. It was originally a college of priests attached to All Saints (p. 309), which is still in its patronage.

The *N. Quadrangle* is a pleasing example of pre-Reformation architecture, marred by the addition of modern battlements. The *Hall* (1436) contains a portrait of John Wesley, whose pulpit is preserved in the antechapel of the college. **Chapel*, which, like most of the S. quad, was built by Bp. Williams of Lincoln in 1610–31. The cedar wainscoting and contemporary stained glass of the chapel should be noted. The *Kitchen* is the oldest part of the college. The *New Library*, to the S. of the college, dates from 1906, the *Grove Buildings* from 1880.

Famous Members: Sir Wm. Davenant; Dr. Radcliffe (fellow); John Wesley (fellow 1726–51), who here founded the society of 'Methodists (he is said to have occupied the rooms over the passage between the quadrangles); Robert Montgomery (p. 49), Mark Pattison (rector 1861–84), and Lord Morley.

On the opposite (W.) side of the Turl is **Jesus College** (Pl. C 5), the first post-Reformation college in Oxford, founded in 1571, nominally by Queen Elizabeth but in reality by Hugh Price, treasurer of St. David's. The college has always had a very close connection with Wales.

The oldest part of the college is the Turl St. front, rebuilt in the Perp. style in 1856 by Buckler, who restored the chapel and the Market St. front also. The S. side of the front quadrangle, the hall, chapel, and principal's house, were built by Sir Eubule Thelwall (principal in 1621–30). The picturesque back quadrangle, with the library, was mainly the work of Sir Leoline Jenkins, the 'second founder' (principal 1661–73). The new buildings in Ship St. were designed by R. England (1906–8). The *Chapel* is a good specimen of 17th cent. Gothic, with barrel vaulting and an E. end added in 1636. The service is in Welsh on Wed. and Fridays. The *Hall* has a carved Jacobean screen and contains portraits of Queen Elizabeth, Charles I by Van Dyck, Charles II by Lely, and Nash the architect by Lawrence. In the *Common Room* is a fine original portrait of Queen Elizabeth by Zuccbero.

Famous Members: Bp. Lancelot Andrewes (fellow), James Howell Henry Vaughan the 'Silurist,' Beau Nash, and J. R. Green.

Exeter College (Pl. C 5), opposite Jesus, founded by Walter de Stapledon in 1314 and refounded by Sir Wm. Petre in 1566, is now one of the largest colleges in Oxford.

The college buildings are almost entirely modern. The W. front and tower-gateway were rebuilt in 1671–1703 and again in 1834. The picturesque gabled house at the N.W. corner of the college is a relic of Rector Prideaux' buildings (1620). The *Hall* (1618; restored in 1818) contains a Jacobean screen with the earliest representation of a man smoking; beneath it is an old crypt. The **Chapel* (open 1–4), strongly recalling the Sainte-Chapelle at Paris, is a beautiful work by Gilbert Scott (1857). On the S. wall is a tapestry by Burne-Jones and Morris. The pretty little *Garden* (open after 1 p.m.) contains the library (by Scott, 1855); Heber's tree, a chestnut which shadows bis former rooms in Brasenose College (p. 314); and some fig-trees planted by Bp. Kennicott.

Famous Members: John Ford, Sir John Eliot (1607), the first Earl of Shaftesbury, Sir Chas. Lyell, J. A. Froude (fellow), F. D. Maurice, Sir Edward Burne-Jones, and Wm. Morris.

We now cross Broad Street to visit **Trinity College** (Pl. B 5, 6), which lies some way back from the street, to the right of the new buildings of Balliol (p. 318). It was founded in 1555 by Sir Thomas Pope, on the site of Durham College (established c. 1360 for students from the Benedictine monasteries at Durham and elsewhere in the North).

The buildings are among the most charming in Oxford. In the front quadrangle is the creeper-covered *Chapel*, rebuilt in 1691–94. It contains a carved cedar-wood screen and altarpiece by Grinling Gibbons; on the left of the altar is the tomb of the founder and his third wife. The *President's House* and the *New Buildings*, on the E. side of the front quadrangle, are by Sir T. G. Jackson (1883–87). On

the S. side, facing the Broad, are a number of picturesque cottages, once students' halls, recently incorporated in the college; next to them is *Kettell Hall*, built by Dr. Kettell, president in 1599–1643. Parts of the small quadrangle beyond the chapel are relics of Durham College (e.g. the buttery, bursary, common room, and the E. side). The *Hall* was rebuilt in 1618–20 and contains a specially fine collection of portraits. In the Common Room is the Reynolds portrait of Dr. Johnson, who stayed for five weeks at Kettell Hall. The *Library*, opposite, contains some curious old glass. The *Garden Quadrangle*, farther on, part of which was built by Wren in 1665, is one of the first Italian buildings in Oxford. The *Gardens* are noted for their lime-tree walk, planted early in the 18th century.

Famous Members: Thomas Lodge, Lord Baltimore, one of the founders of Maryland (1594), Abp. Sheldon, Jas. Harrington, Henry Ireton, Sir John Denham, Lord Chancellor Somers, the Earl of Chatham, Walter Savage Landor (1793), expelled for firing at the rooms of the man opposite, Card. Newman, Professor Freeman, Sir Richard Burton (1840), expelled for trying to fight a duel, Sir A. Quiller-Couch, and Lord Bryce.

A short way along Parks Road, at the E. end of Broad St., is **Wadham College** (Pl. C 7), facing the gardens of Trinity. It was founded by Nicholas Wadham of Somerset (p. 126) and built in 1610–13 on the site of an Augustinian friary by his widow Dorothy Wadham, daughter of Sir Wm. Petre (p. 315). The members of the future Royal Society held some of their early meetings in this college.

The buildings, the least restored in Oxford, are in a noble and undecorated Perp. style, in spite of their late date (comp. p. xlvi). Between the hall and the chapel, on the E. side, is a Jacobean porch. The *Chapel*, which was modified internally in 1834, has a Jacobean screen and stall-work. The **Hall* has a hammer-beam roof, a Jacobean screen, and a large collection of portraits. The secluded **Fellows' Gardens* (open on week-days), with a lovely view of the garden-front of the college, are among the most charming in Oxford.

Famous Members: Adm. Blake, Christopher Wren, Speaker Onslow, Lord Chancellor Westbury, Dean Church, and the English Positivists, Dr. Congreve, Frederic Harrison, and Prof. Beesley.

Farther on in Parks Road, to the right, is the **University Museum** (Pl. A 7; open 10–2, 6*d*., and 2–4, 3*d*.; free on Thurs. and Sat. afternoons), built in 1855–60 for the natural science collections of the University. The arcade shafts within are examples of the chief rocks of the British Isles, and the carved capitals represent natural objects. On the ground-floor are statues of eminent scientists. On the upper floor is the lecture-theatre and the Hope entomological collection. — At the N.E. corner of the central court is the entrance to the **Pitt-Rivers Museum*, an interesting anthropological collection.

Grouped round the museum are a number of well-equipped *Laboratories*, devoted to University instruction and research in natural science. The *Radcliffe Library*, removed from the Radcliffe Camera in 1861, is housed in a new building by Jackson, to the S. On the opposite side of Parks Road are the *Schools of Rural Economy and of Forestry* (1908); in the Parks to the E. is the *Astronomical Observatory* (1874).

Nearly opposite the museum is **Keble College** (Pl. A 6), opened in 1870 as a memorial to the Rev. John Keble (1792–1866). The government is in the hands of a council, which appoints the warden, who in his turn nominates the tutors (there are no fellows). Membership is restricted to adherents of the Church of England, and the college is conducted on

economical lines. The rooms are arranged in corridors instead of in staircases, and in the chapel all the seats face the E.

The buildings, designed by Butterfield, have been criticized for their colouring and lack of harmony with the spirit of Oxford architecture. The *Chapel* (open 10–12 and 2–4 or 5) is richly decorated with wall-paintings and mosaics; the Liddon Chapel (ticket at the porter's lodge) contains Holman Hunt's famous painting 'The Light of the World.' The *Hall* contains portraits of Keble (by Richmond), Dr. Liddon, and others. In the *Library* are the 'Christian Year' and other MSS. of Keble, and Dr. Liddon's books.

Opposite Keble is an entrance to the **University Parks**, 100 acres of playing fields surrounded by a belt of shrubs. They contain the *University Cricket Ground*, and much football, hockey, and lacrosse is played here in winter. On the E. side is a pleasant walk along the bank of the Cherwell, and at the S.E. corner begins a walk called *Mesopotamia*, leading between two branches of the river to St. Clement's and (1½ m.) Magdalen Bridge (p. 311).

St. Giles's Church (beyond Pl. A 5) is situated at the point of divergence of Banbury Road and Woodstock Road, the chief thoroughfares of the modern residential district of NORTH OXFORD, favoured by married 'dons.'

In BANBURY ROAD are the *School of Engineering* and *Wycliffe Hall*, a theological college on Evangelical lines. — In WOODSTOCK ROAD are *St. Aloysius's Church* (Rom. Cath.); *Somerville College* (p. 304); and the *Radcliffe Infirmary* and *Observatory*.

In ST. GILES'S STREET (Pl. A, B 5), on the E. side (No. 12) is *Campion Hall*, for Jesuit students; on the W. side is *Pusey House*, a High Church clergy-house with the library of Dr. Pusey (1800–82).

On the E. side is **St. John's College** (Pl. B 5, 6), founded in 1555 by Sir Thomas White, a Reading clothier and Lord Mayor of London, on the site of the old Cistercian college of St. Bernard (founded by Abp. Chichele in 1437).

The front and the W. side of the first quadrangle (to which a third story has been added) are remnants of St. Bernard's College, and over the entrance is a statue of St. Bernard. The *Hall* (c. 1502) and the *Chapel* (1530) have both been modernized. The portraits in the former include those of Henry Hudson, the navigator, and Sir Walter Raleigh. In the chapel rest the remains of the founder and Abps. Laud and Juxon. The E. side of the first quadrangle and the S. side of the second were put up about 1597. The remaining two cloistered sides of the second quadrangle were built by Inigo Jones in 1631–36 at the expense of Abp. Laud. The famous *Colonnades (resembling the Hospital at Milan) and the charming *Garden Front form an interesting blend of the traditional Gothic of Oxford with the classical style of Italy. The bronze statues of Charles I and Henrietta Maria on the gate-towers are by Le Sueur. The *Library*, on the S. and E. sides of this quad, contains a portrait of Charles I, over which several psalms are written in a minute hand; Laud's skull-cap, the staff he used at his execution, and the notes he made at his trial; and a rich store of ecclesiastical vestments. The **Gardens* of St. John's, laid out by Capability Brown, are perhaps the most beautiful in the University. The new buildings in St. Giles were added in 1880–1910 from the designs of G. G. Scott.

FAMOUS MEMBERS: Edmund Campion, the Jesuit, Abps. Laud and Juxon, James Shirley, the dramatist, and Dean Mansel.

St. Giles's St. is continued on the S. by Magdalen St., in which, opposite the W. front of Balliol, is the *Martyrs' Memorial* (Pl. B 5), erected in 1841 in the style of the 'Eleanor Crosses' from the design of Sir G. G. Scott, with statues by Weekes of Cranmer, Ridley, and Latimer (burned

at the stake in Broad St., at a spot marked by a cross in the roadway opposite Balliol College). Within the neighbouring church of *St. Mary Magdalen* (Pl. B 5) is preserved the oak door from Bocardo Prison (see below), in which the martyrs were incarcerated.

Balliol College (Pl. B 5), planned by John de Baliol, father of the Scottish king, as a penance imposed by the Bishop of Durham, was established by his widow Dervorguilla between 1260 and 1266, at first merely as a students' hostel.

The buildings are almost entirely modern. The first quadrangle, into which the Broad St. entrance leads, contains the *Library* (opposite, on the left) and its reading room (W. side; formerly the dining-hall), both dating from the 15th cent., but recast by Wyatt in the 18th. The *Chapel*, on the right of the library, was built by Butterfield in 1856 in place of the beautiful 16th cent. chapel. The spacious Garden Quadrangle is bounded on the E. by the buildings of Trinity. On the N. side is a range of buildings by Waterhouse (1877), including the *Hall*, which was finely panelled in 1910.

Famous Members: John Wycliffe (master in 1364), Humphrey, Duke of Gloucester (?), John Evelyn, Adam Smith, Southey, Sir Wm. Hamilton, Abp. Tait, Card. Manning, A. H. Clough, Abp. Temple, Matthew Arnold, Calverley (expelled 1852), Swinburne, Andrew Lang, T. H. Green (fellow 1860), Arnold Toynbee, Lord Lansdowne, H. H. Asquith, Lord Milner, Lord Curzon, and Viscount Grey. Benjamin Jowett was master in 1870–93, Robert Caird in 1893–1907.

Beyond Broad St. Magdalen St. is continued to Carfax (p. 305) by Corn Market Street (Pl. C, D 5). Here, on the left, is *St. Michael's* (Pl. C 5), the gaunt tower of which, dating at least from the Norman Conquest and restored in 1896, was once a watch-tower of the city-wall, defending the N. or *Bocardo Gate*, which used to span the street here.

St. Michael's St., opposite the church, or Frewen Court, farther on, leads to the premises of the **Oxford Union Society** (Pl. C 4), founded in 1823 as a social and debating club for University men. The library (over 40,000 vols.) was adorned with wall-paintings by members of the Pre-Raphaelite Brotherhood, but these have faded sadly and are now almost invisible. The debates are held at 8 p.m. on Thurs. in term; strangers introduced by a member are admitted to the debates and are allowed to use the club rooms for a fortnight.

St. Michael's St. leads to New Inn Hall St. (Pl. C, D 4), in which is *Hannington Hall*, the headquarters of the Oxford Missionary Union (1897), occupying part of the buildings of *New Inn Hall*, one of the old students' inns, used as a mint by Charles I. Opposite the church of *St. Peter-le-Bailey* is the old gateway of *Frewen Hall*, occupied by Edward VII during his year's residence at Oxford (p. 306). The hall occupies the site of *St. Mary's College*, dissolved under Queen Elizabeth, where in 1498 Erasmus prepared his edition of the Greek Testament. Near the corner of New Inn Hall St. and George St. is the *Oxford High School* (Pl. C 4), a picturesque building by Jackson (1881).

At the corner of St. Giles's St. and Beaumont Street (Pl. B 4) is an imposing building in the classical style, by C. R. Cockerell (1845). The E. wing, facing St. Giles's St., is occupied by the *Taylor Institution* of modern languages, founded from the bequest of Sir Robert Taylor (d. 1788). The central portion and W. wing contain the ***Ashmolean Museum** (Pl. B 4, 5; open 10–1 & 2–4; adm. 3*d.*, free on Sun. and on Thurs. and Sat. afternoons; guide 1/6), with the highly important art and archæological collections of the University. Keeper, *Dr. D. G. Hogarth.*

The nucleus of the Ashmolean Museum was 'Tradescant's Ark,' a collection formed by John Tradescant (1608–62), traveller and gardener, and presented by him to *Elias Ashmole* (1617–92), who transferred it to the University, with additions of his own, in 1679. The natural curiosities are now in the University Museum (p. 316), and in 1894 the remainder was removed from the Old Ashmoleau Museum (p. 312) to the present quarters. The great increase in the size and importance of the collections is largely due to Sir A. J. Evans, keeper from 1884 to 1908.

Ground Floor. To the left of the entrance is the RANDOLPH GALLERY, containing the **Arundel* or *Pomfret Marbles*, a collection of ancient sculptures and reliefs formed by Thomas Howard, second Earl of Arundel (d. 1646), and presented to the University by his grandson Henry, afterwards 6th Duke of Norfolk (1667), and Henrietta, Countess of Pomfret (1755). Though generally fragmentary and suffering from incompetent restoration, many of these are of great interest, such as the portrait-statue of Menander, the so-called 'Oxford Bust' (a fine Greek original of the Phidian type, commonly called Sappho), a charming little head from a relief (203A; 4th cent. B.C.), and two large candelabra from Hadrian's Villa at Tivoli. The fine Greek *Portrait-Statue of a Lady (Phidian School; arms restored) was acquired in 1917, the bronze head of a youth (Greek; 5th cent. B.C.) in 1918. — To the S. of the Randolph Gallery are the EGYPTIAN SCULPTURE GALLERY, containing the larger Egyptian and Assyrian monuments, and the SUNAN ROOM, with the results of excavations at Meroë and Faras (near Wadi Halfa). — The MEDIÆVAL ROOM, N. of the Randolph Gallery, contains mediæval pottery, glass, tokens, etc., and, in the W. bay, the **Westwood Collection of Fictile Ivories*. — In the ARUNNEL VESTIBULE, opposite the main entrance, are the *Greek Inscriptions*. — The rest of the ground-floor is devoted to the collection of CASTS.

Upper Floor. Passing through the small Eldon Room (p. 320), we descend a few steps (r.) into the FIRST HALL OF THE ANTIQUARIUM, devoted to the Prehistoric, Anglo-Saxon, Teutonic, Cretan, Syrian, and Egyptian Collections. The **Cretan Collection*, formed by Sir A. J. Evans, is of special importance, excelling that at the British Museum. The predynastic and early dynastic antiquities from Egypt are likewise of unusual significance. Among objects of individual interest are 'Alfred's Jewel' (in a case by the W. wall; comp. p.123), variously explained as the head of a sceptre, a pendant, an ornament of crown or helmet, or the handle of an 'æstil' or pointer for following the lines of illuminated MSS.; the similar 'Minster Lovell Jewel'; the 'Risano Jewel', from Dalmatia; three silver staves of the University (probably late 16th cent.); and the collection of watches, including an English specimen of 1613. — In the SECONN HALL OF THE ANTIQUARIUM are the Greek vases, Roman pottery, glass from Kertch (chiefly of the Roman period), Tanagra figurini, etc. — The collections in the FORTNUM ROOM illustrate the Italian Renaissance and include ceramic ware, glass, sculpture, bronzes, rings, and plaquettes. Among these are a bronze head of Michael Angelo by *Daniele da Volterra* (1509–66), a wax relief of Ugolino (Dante) by *Pierino da Vinci* (1520–50), and a terracotta bust of Lorenzo the Magnificent. The *Bywater Collection of Byzantine Art* includes mother-of-pearl carvings and fine Russian ikons. — In the TRANESCANT LOBBY (at the head of the N.W. staircase) are the somewhat scanty remains of the Tradescant Collection (see above), portraits of the Tradescants, Ashmole, and Old Parr (1483?–1635), and various historical relics, such as the lantern of Guy Fawkes, the iron-lined hat of John Bradshaw (the regicide), spurs said to have been worn by Charles I and John Hampden, and a pair of riding-boots of Queen Elizabeth. — The FORTNUM CORRIDOR (N.) contains Chinese and Japanese bronzes and porcelain, Persian ware, etc. — In the COMBE ROOM (to the S. of the Tradescant Lobby) are paintings of the Pre-Raphaelite School, including examples of *Rossetti*, *Millais*, *W. B. Scott*, *Holman Hunt*, *Ford Madox Brown*, and *Burne-Jones*; also works by *Collins* and *Bonington*. In the W. anteroom are portraits by *Herkomer*. — To the S. of this is the GREAT GALLERY, the contents of which consist chiefly of drawings and prints. The chief treasures are the drawings by (or ascribed to) *Michael Angelo* (98 in all), *Raphael* (180), and *Rembrandt*, the water-colours by *Turner*, *De Wint*, *Girtin*, and *Mackenzie*, and the examples of *Blake*. The collection of miniatures is large and valuable. On the walls are full-sized copies of six of Raphael's cartoons. — To the E. of the Great Gallery is the

Raffaello Gallery, now containing paintings by the Old Masters and of the early British School. The Italian Schools are represented by *Fra Angelico, Filippo Lippi, Crivelli, Granacci, Lorenzo di Credi, Bronzino, Andrea del Sarto, Pinturicchio, Franciabigio* (Miracles of St. Nicholas), and many other masters. The chief Dutch and Flemish works are by *Van Dyck, Rubens, Teniers, Maes* (Five Senses), the rare master *Porcellis* (sea-piece), *A. van Ostade*, and *Berchem*. Here, too, are some Spanish panels of the second half of the 15th century. Among the British masters represented are *Hogarth, Reynolds, Gainsborough, Richard Wilson, Bonington, Zoffany* (Garrick), *Constable, Turner*, and the little-known landscape-painter *Mullins* (fl. 1763–75). — To the E. of the Raffaello Gallery is the Elnon Room (comp. p. 319), with Gobelins tapestry, paintings by *Poussin, Philippe de Champaigne, Pannini, Caravaggio, Guardi*, and *Canaletto*, and a bust of Wren by *Edward Pearce* (d. 1698).

Facing the other end of Beaumont St. is **Worcester College** (Pl. B 3), sometimes known from its remoteness as 'Botany Bay.' It was founded in 1714 by Sir Thomas Cookes, but incorporates *Gloucester Hall* (founded in 1283), afterwards known as St. John Baptist's Hall or Gloucester College.

The main part of the buildings are in the heavy classical style of the 18th cent. (1746–84). The *Chapel*, very dark, was elaborately decorated by Burges in 1866 with paintings and mosaics. On the left side of the quadrangle is a row of five small **Monastic Houses*, known as the 'Cottages,' relics of the mediæval Gloucester Hall, with the mutilated arms of various Benedictine abbeys over the doorways. The **Gardens* are extensive and beautiful and contain a lake.

Famous Members: Thomas Walsingham, the chronicler, member of the Benedictine house; Sir Kenelm Dighy and Richard Lovelace of St. John Baptist's Hall; and Thomas de Quincey (No. 10 staircase) and F. W. Newman of Worcester College.

Following the dismal Walton St. to the N., we pass on the left **Ruskin College** (Pl. A 3), founded in 1899 by Walter Vrooman and Charles Beard, American admirers of John Ruskin, to enable working men to study history, sociology, and economics in the academic atmosphere of Oxford. It has no official connection with the University. The present building was erected in 1913, and a Hostel for Women is soon to be opened. Farther on is the **Clarendon Press**, belonging to the University, founded in 1586 and removed hither from the Clarendon Building (p. 312) in 1830. The S. wing of the heavy classical building, by Robertson, is known as the 'Bible Side' and is devoted to the printing of bibles and prayer-hooks; while in the N. wing or 'Learned Side' are printed miscellaneous hooks, chiefly of an educational character. Orders for admission may be obtained from the Controller, Mr. F. J. Hall.

Osney Town, a suburb W. of the stations, occupies the site of *Osney Abbey*, a rich and powerful Augustinian house founded in 1129 by Edith d'Oyley. The abbey church was the cathedral of the bishopric of Oxford for the first years of its existence (1542–46; comp. p. 305). No trace of the once magnificent buildings has survived save a 15th cent. archway near the cemetery (Pl. C 1). — The sole relic of the Cistercian *Rewley Abbey* is a doorway in the goods-yard of the L. & N. W. R. (Pl. A 2). — *Paradise Square* (Pl. D 3) occupies the site of the Franciscan house of which Roger Bacon was a member (tablet unveiled in 1917 on the old city wall, close to site).

Excursions (motor-omnibuses, see p. 301). Favourite walks are to *Iffley* (p. 299; 2 m. S.), *Godstow* and *Wytham* (p. 300; 3½ m. N.W.), *Abingdon* (p. 294; 6 m. S.), *Boar's Hill* (hotel, pens. from 8/; 4 m. S.), *Shotover* (view; 4 m. E.), and *Cumnor* and *Stanton Harcourt* (p. 300; 4 and 6 m. W.). The chief river excursions are those to *Nuneham Park* (p. 299), *Godstow*, and up the Cherwell to *Water Eaton* and *Islip* (p. 321 *Woodstock* and *Blenheim* (p. 321; 8 m. N.W.), like *Dorchester* (p. 299; 9 m. S.E.), are most conveniently reached by road. To *Fairford*, see p. 322.

From Oxford to Leamington, Warwick, and Birmingham, 65¾ m., G.W.R. in 1¾–3 hrs. (11/, 5/6). This line, part of a through-route from London (comp. p. 327), runs viâ (5½ m.) *Kidlington* and three other small stations to join the line from London to Birmingham viâ Bicester at

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(16¾ m.) *Aynho* (p. 329). At Kidlington a branch diverges for (3¾ m. **Woodstock** (*Bear*), a sleepy little town (1594 inhab.), noted for its gloves, best reached by road (see p. 320). Nothing remains of the royal manor-house built by Henry I, who enclosed a vast deer-park. Fair Rosamond is said to have lived here concealed in a bower built for her by Henry II (comp. pp. 13, 300, 409). Edmund of Woodstock, second son of Edward I, and Edward the Black Prince and Thomas of Woodstock, sons of Edward III, were born here. Elizabeth was confined in the gatehouse by her sister Mary in 1554. *Chaucer's House*, near the main entrance to the park, was the property of Thomas Chaucer, probably the son of the poet (comp. p. 294). Scott's novel of 'Woodstock,' though an admirable picture of the manners of the period, is unhistorical in its facts. In 1704 the royal manor was settled upon John Churchill, Duke of Marlborough, as a reward for his victory over the French and Bavarians at Blenheim. **Blenheim Palace**, the vast and heavy masterpiece of Vanbrugh, in the classical style, was begun in 1705 and finished after the duke's death in 1722. The total cost was £300,000, of which £250,000 was defrayed by Parliament. The main entrance to the park is by the triumphal arch a little beyond the church. The deer-park (2700 acres), always open to pedestrians, contains fine oaks and cedars, a lake formed by 'Capability' Brown by dammiog the little river Glyme, a column 134 ft. bigh, erected in bonour of the great duke, and 'Fair Rosamond's Well.' The trees around the column are planted in groups so as to form a plan of the battle of Blenheim. The sumptuous state apartments in the palace (not shown at present) contain some good examples of Van Dyck, Reynolds, Kneller, and others, but the famous Blenheim collection of paintings was sold in 1886. In the long library is a statue of Queen Anne by Rysbrack. The chapel contains the pompous marble tomb of the great duke and his duchess.

From Oxford to Princes Risborough, 21 m., G.W.R. in 50–65 min. (3/6, 1/9); through-trains to Wycombe and London. — 3½ m. *Littlemore*, with a church built while Newman was vicar in 1828–43. — About 1½ m. S. of (7¾ m.) *Wheatley* is *Cuddesdon*, with the palace of the Bishop of Oxford (built 1679) and a theological training college. — 11¼ m. *Tiddington*, 1 m. S.E. of whicb are the ruins of *Rycote*, a palatial manor-house built by Lord Williams, where Princess Elizabeth was imprisoned in 1554. The domestic chapel (1449), unspoiled Perp., contains remarkable Jacobean woodwork. — 15¼ m. **Tbame** (*Spread-eagle*; *Swan*), a market town (2957 inhab.), where John Hampden, mortally wounded at Cbalgrove Field (p. 328), died in 1643. The large church contains numerous old brasses and monuments. At tbe old Grammar School, founded in 1575, John Hampden, Dean Fell, and Anthony à Wood were educated. The Prebendal House close by has a beautiful E.E. chapel. — 21 m. *Princes Risborough* (p. 328).

From Oxford to Bletchley, 31 m., L. & N.W.R. in 1¼–2 hrs. (5/6, 2/7½). This branch-line connects Oxford with the main system of the L. & N.W.R., with connections to the North, to London (little used), and to Cambridge. This route from Oxford to Cambridge (76½ m., through-trains in 3¼–4 hrs.; 13/, 6/5) is no quicker than the route viâ London and has fewer trains, but it avoids the cab drive across London from Paddington to King's Cross and is preferable for those with luggage. — 5¾ m. *Islip* (Swan, Red Lion, both plain), near the Cherwell, was tbe birthplace of Edward the Confessor (1004). *Water Eaton*, on the Cherwell, 1¼ m. S., is a beautiful specimen of an early Jacobean manor-house; and the church of *Charlton-on-Otmoor*, 2½ m. N.E., is a well-preserved example of the transitional style between Dec. and Perp., with a beautiful rood-screen and loft (c. 1500). — 12 m. Bicester (pron. 'Bister'; *King's Arms*), a hunting-centre, with the scanty remains of an Augustinian priory, has another station, on the G.W.R., 1 m. distant (p. 329). Many of the churches in the neighbourhood are of great interest. — On the right, beyond (20 m.) *Claydon*, is *Claydon House*, the splendid seat of the Verneys, partly Tudor and partly built by Adam in 1752. Florence Nightingale (d. 1910) was a frequent visitor here.

21¾ m. *Verney Junction*, for the Met. & G.C. line to Aylesbury and London (p. 364) and for a branch of the L. & N.W.R. to (21¼ m.) *Banbury* (p. 329) viâ (4¼ m.) Buckingham and (11¾ m.) *Brackley* (p. 364). **Buckingbam** (*White Hart*; *Swan*), a quaint old-world town (3282 inhab.), with a picturesque market-place, has been superseded as the county town by Aylesbury (p. 363). An avenue of elms leads N. to (3 m.) *Stowe Park*

(Lady Kinloss), the princely seat of the Temples, Dukes of Buckingham, whose title became extinct in 1889. The famous *Gardens (visitors sometimes admitted on written application) were laid out in 18th cent. taste, with numerous classic temples, etc., by Sir Richard Temple, the friend of Pope; and their magnificence has been extolled by Pope, Thomson, Horace Walpole, and others. The Comte de Paris (p. 59) died here in 1894. — 24 m. *Winslow*. — 31 m. *Bletchley* (p. 237).

From Oxford to *London* by rail or river, see Rte. 41; to *Worcester*, see Rte. 43; to *Southampton*, see p. 84; to *Fairford*, see below.

43. FROM OXFORD TO WORCESTER.

57 m. G.W.R. in 1½–2½ hrs. (9/6, 4/9). — From London to *Worcester* by this route, 120¼ m. in 3–4¼ hrs. (19/, 9/6).

Motor Route, 57 m. We quit Oxford by the Woodstock Road (Pl. A 5). 8 m. *Woodstock* (p. 321). — 7 m. *Enstone*. — 5 m. **Chipping Norton** (p. 323). — 8 m. *Moreton-in-the-Marsh* (p. 323). — 8 m. **Broadway** (p. 260). — 6 m. *Evesham* (p. 324). — 6 m. *Pershore* (p. 324). — 9 m. **Worcester** (p. 277).

Both road and railway run diagonally across **Oxfordshire**, which is not one of the picturesque counties, though it contains many churches and mansions of great architectural interest. It saw several of the early contests in the Civil War, when, as the royalist headquarters, the city of Oxford added military importance to its academic fame. The scene of Scott's 'Woodstock' is in this county, and in the upper valley of the Thames roamed Matthew Arnold's 'Scholar Gipsy.'

The railway from Oxford at first follows the valley of the *Evenlode*, a tributary of the Thames; beyond Moreton it crosses the N. end of the Cotswold Hills into the valley of the Severn. At (3¾ m.) *Yarnton*, the first station, diverges the branch for Fairford.

From Oxford to Fairford, 25½ m., G.W.R. in 65–70 min. (4/3, 2/1½). 3¾ m. *Yarnton*, see above. — 7½ m. *Eynsham* (Red Lion) has an ancient village-cross and some scanty relics of a once famous Benedictine abbey. In the Perp. church of (9½ m.) *South Leigh*, which is notable for its wall-paintings of the 14–15th cent., John Wesley preached his first sermon (1725). — 12 m. *Witney* (3529 inhab.; Marlborough Arms), on the *Windrush*, is noted for its blankets. It possesses a butter-cross, dating from 1683, and a noble church (remodelled in the Perp. period), with a beautiful E.E. spire and a fine Dec. N. window. At *Minster Lovell*, 3 m. N., are a good Perp. church and the ruins of a moated manor-house, in which Francis, Lord Lovell, an adherent of Lambert Simnel, is said to have perished of starvation after the disastrous battle of Stoke (p. 368), owing to the death of the servant who alone knew the secret of his hiding-place. — At (13¾ m.) *Bampton* is another noteworthy church (Norman; *Spire). — 20¼ m. *Kelmscott & Langford*, see p. 300. — 22¼ m. **Lechlade** (*New Inn*; *Swan*; *Trout*), a small Gloucestershire market-town, is the usual upper limit of navigation on the Thames (see p. 300). — 25½ m. **Fairford** (*Bull*), a small town on the *Coln*, the birthplace of John Keble (1792–1866), is famous for the wonderful array of 16th cent. stained glass *Windows in the late-Perp. church of *St. Mary*. These, 28 in number, were long ascribed to Albrecht Dürer, but they are now considered to be of English design and workmanship, under Flemish influence. Fairford, noted also for its trout-fishing, is connected with (9 m.) *Cirencester* (p. 252) by a motor-omnibus service.

We cross the Evenlode just before reaching (7 m.) *Handborough*, 2 m. from Blenheim (p. 321). About 3 m. E. is the interesting church of *North Leigh*, with the beautiful Wilcote Chapel (p. xxix). To the S. of (13¼ m.) *Charlbury*, with its Norman and E.E. church, is *Cornbury Park* (no adm.), adjoining what is left of *Wychwood Forest*, a haunt of Matthew

Arnold's 'Scholar Gipsy.' 18¼ m. *Shipton* has an E.E. church, an Elizabethan mansion, and an inn (Crown) with a Tudor gateway. About 5 m. S. (omn.) lies **Burford** (*Bull*), a quaint little town on the *Windrush*, abounding in spandrelled doorways, mullioned windows, and pargetted houses. The fine church of **St. John the Baptist* (Norman, E.E., & Perp.) is notable for its many chapels. Speaker Lenthall, who died in 1662 at *Burford Priory* (rebuilt Elizabethan), is buried in the N. transept or Bell Founders' Aisle. — Beyond (21½ m.) *Kingham* we traverse a corner of *Gloucestershire* (p. 252).

From Kingham to Cheltenham (St. James's Road), 24½ m. in 1 hr. (4/, 2/). 5 m. *Stow-on-the-Wold*, a small market-town in the *Cotswold Hills*, 1½ m. from the station, has an old church containing a Crucifixion by Gaspard de Crayer (1610) and a large market-place with a 14th cent. cross. 7 m. *Bourton-on-the-Water* (i.e. the Windrush) is 8 m. S. of *Bourton-on-the-Hill*. 17 m. *Andoversford*, see p. 261. — 24½ m. *Cheltenham*, see p. 258.

From Kingham to Banbury (p. 329), 24 m., rail motor in 1 hr. (1/11½), viâ (4½ m.) *Chipping Norton* (700 ft.), which has glove and woollen factories and a fine church with several brasses. The *Rollright Stones*, 2 m. N. of Chipping Norton, form a somewhat meagre stone-circle (highest 7½ ft.). Warren Hastings (1732–1818) was born at *Churchill*, 3 m. S.W., and died at *Daylesford House*, 3 m. N.W. He is buried in Daylesford churchyard. William Smith (1769–1839), 'father of British geology,' was another native of Churchill.

Daylesford House (see above) appears on the right as we approach (24 m.) *Adlestrop*. — 28½ m. **Moreton-in-the-Marsh** (*White Hart Royal*). Charles I spent a night at the White Hart in 1644, and in the Cottage Hospital are the chair and stool he used at his trial. The *Wild Gardens, laid out by the late Lord Redesdale at *Batsford Park*, 2 m. N.W., contain trees and shrubs from nearly every part of the world and a collection of bronze statues (adm. on written application).

A branch-line runs N.E. from Moreton to (9 m.) *Shipston-on-Stour*, the nearest station to ***Compton Wynyates** (Marquis of Northampton), one of the most interesting Tudor mansions in the country, which lies secluded in a richly wooded hollow, 5½ m. E. (adm. 9–4 on Wed. & Sat. in the absence of the family). The beautiful mansion, a harmonious combination of brick, timber, and stone, is built around a courtyard entered by a porch over the door of which are the arms of Henry VIII. The interior notable for the number of its rooms and its secret staircases and hiding-places, contains a fine panelled Great Hall, with a timber roof; a Chapel, divided by a carved oak screen; Henry VIII's Room; Charles I's Room; and a Council Chamber, in the great tower, above which is a Priest's Room, approached by three separate staircases.

33½ m. *Campden* is the station for (1 m.) **Chipping Campden** (*Noel Arms*), an ancient town, once the capital of the Cotswold wool-trade and now the residence of several artists carrying on many artistic crafts. In 'islands' in the broad main street, with its old houses, are situated the *Town Hall* and the *Market Hall*; farther to the S. are the *Grammar School* (founded in 1487) and the stately Perp. church of **St. James*, with its handsome tower. In the chancel of the church are collected a number of good brasses, including that of William Grevil (d. 1401), "flos mercatorum tocius Anglie"; and in the S. chapel are the elaborate tombs of the Hicks and Noel families, including that of Sir Baptist Hicks (d. 1629), first Viscount Campden. — At (38¼ m.) *Honeybourne*, whence

branch-lines run to Cheltenham and to Stratford-on-Avon (comp. p. 261), we enter *Worcestershire* (p. 275).

43½ m. **Evesham** (*Crown*; *Northwick*, R. from 3/), a town with 8340 inhab., lies in a fertile district of fruit and vegetable gardens. All that remains of its once large and wealthy Benedictine *Abbey* (dating back to the 8th cent.) is the Norman gateway of the churchyard and a superb detached *Bell Tower (1533), of the best ornate Perp. work. Close to the bell-tower are the two churches of *St. Lawrence* (16th cent.) and *All Saints* (Perp. with E.E. remains), both notable for their fan-vaulted chapels. In the battle of Evesham (1265) the Royalists under Prince Edward (Edward I) defeated Simon de Montfort. An obelisk marks the spot where the latter fell; he was buried in the abbey.

In the church of *Wickhamford*, 2 m. S.E., is the tomb of Penelope Washington (d. 1697), bearing the Washington arms (p. 364). — About 2¼ m. N.W. of Evesham is *Wood Norton*, the imposing English home of the Duc d'Aumale, and afterwards of his nephew, the Duc d'Orléans.

Evesham is a station also on the line from Barnt Green (Birmingham) to Ashchurch (Cheltenham), see p. 143. — Omnibuses ply to *Broadway* (9*d.*), *Alcester* (1/2), *Birmingham* (3/6), etc.

We cross the *Avon* before and after Evesham and again before (46½ m.) *Fladbury*. — 49½ m. *Pershore* (Three Tuns, R. from 3/6, D. 3/6; Angel) possesses an important *Abbey Church (9–6; adm. 3*d.*), retaining the original E.E. choir, the Norman crossing and S. transept, and the 14th cent. tower (fine interior lantern). *Besford Court*, a stone Tudor mansion 4½ m. W., is now a Rom. Cath. home.

57 m. **Worcester** (Shrub Hill Station), see p. 277.

44. FROM LONDON TO BIRMINGHAM.

Motor Routes. *A.* Viâ Dunstable and Coventry, 109 m. We leave London by the Edgware Road (Pl. R 13, 18, etc.). — 9 m. *Edgware* (p. 347). — 3 m. *Elstree* (p. 347). — 8 m. **St. Albans** (p. 347). — 4 m. *Redbourn*. — 4 m. *Markyate*. — 5 m. **Dunstable** (p. 350). — 4 m. *Hockliffe*. — 8 m. *Fenny Stratford* (p. 237). — 7 m. *Stony Stratford* (p. 237). — 8 m. *Towcester* (p. 238). — 8 m. *Weedon* (p. 242). — 4 m. *Daventry* (p. 242). — 8 m. *Dunchurch*. — 11 m. **Coventry** (p. 325). — 8 m. *Stonebridge* (p. 214). — 10 m. **Birmingham** (Rte. 45).

B. Viâ the Shakespeare Country, 121½ m. To (9 m.) *Edgware*, see above. — 2 m. *Stanmore* (p. 236). — 2½ m. *Bushey* (p. 236). — 1½ m. *Watford* (p. 236). — 11 m. *Berkhampstead* (p. 236). — 5 m. *Tring* (p. 237). — 7 m. **Aylesbury** (p. 363). — 6 m. *Waddesdon* (p. 363). — 11 m. **Bicester** (p. 321). — 5 m. *Baynards Green*. — 2 m. *Souldern*. — 2 m. *Aynho* (p. 329). — 6 m. **Banbury** (p. 329). — At the entrance to (5½ m.) *Warmington* we diverge to the left from the direct road to Warwick. [The descent from *Edge Hill* (p. 238) by this route is less steep than the notorious *Sunrising Hill* on the direct road from Banbury to Stratford.] — 5 m. *Kineton* (p. 238). — 4½ m. *Wellesbourne Hastings*. — 5½ m. **Stratford-on-Avon** (p. 342). — 8 m. **Warwick** (p. 339). — 5 m. **Kenilworth** (p. 338). — 8 m. *Stonebridge* (p. 214). — 10 m. **Birmingham** (Rte. 45).

A. VIÂ RUGBY AND COVENTRY.

113 m. L. & N.W.R. in 2¾–4 hrs. (17/4, 9/2½); to (94½ m.) *Coventry* in 2–3¼ hrs. (14/9, 7/10). The views en route are for the most part of no great interest.

From Rugby onwards this route lies entirely in **Warwickshire**, the most central county in England (comp. p. 338). This county was formerly considered to consist of the 'Woodland' portion to the N. and the 'Felden' (or champaign) district to the S. The former included the ancient 'Forest of Arden,' which gave the county its sobriquet of 'Woody' or 'Leafy Warwickshire.' Besides the overwhelming interest of the 'Shakespeare Land' (Rte. 46), Warwickshire has a secondary literary interest in the neighbourhoods of Coventry and Nuneaton, which may fairly be termed the 'George Eliot Country' (p. 327). A third and very different feature of interest is suggested by the name of Birmingham (Rte. 45).

From London (Euston Station) to (82¾ m.) *Rugby*, see Rte. 34. Our line here diverges to the left (W.) from the main through-line to Liverpool. — 89¼ m. *Brandon & Wolston.* Wolston, S. (l.) of the railway, has a church with some pre-Norman work and a very picturesque farmhouse incorporating the remains of an old priory. Brandon lies to the N.

About 2½ m. N. of this station, in a well-wooded park, is **Coombe Abbey* (Earl of Craven), on the site of an early Cistercian monastery (1150) and incorporating parts of its cloisters (13–15th cent.). The house contains interesting portraits, tapestry, furniture, and historical relics (adm. by special permission only). Princess Elizabeth, daughter of James I, was living here at the time of the Gunpowder Plot, and was transferred to Coventry (see p. 326) in order to forestall any attempt of the conspirators to seize her.

The scanty remains of Brandon Castle are seen on the left, and farther on the "three tall spires" of Coventry come into sight on the right front.

94¼ m. **COVENTRY** (106,349 inhab.), an ancient city of considerable archæological interest, is the seat of a bishop. Down to the close of the 17th cent. it was the centre of the English cloth industry, under the control of the 'Crafts' or City Companies. Afterwards it was famous for its ribbons, watches, and sewing-machines, but since about 1870 it has been noted chiefly as the English headquarters of the motor-car and cycle industries. During the War it was an especially busy centre of heavy ordnance, aircraft, and other military work.

Hotels. Queen's, Hertford St.; King's Head, R. from 5/, L. 3/, D. 4/6; Warwick, Warwick Row, R. & B. 6/; Priory Temperance, Bayley Lane, R. & B. 5/9.
Post Office, Hertford St.

Cabs 1/ per mile for 1–2 pers., 1/6 for 3–4 pers.; 6*d.* for each ½ mile extra. — Tramways connect the centre of the city and the station with various suburbs. — Motor Omnibuses, see p. 327.

History. *Coventre*, the *Couentrev* of Domesday Book, may derive from a convent of the Saxon period; but its practical history begins with the foundation of a Benedictine monastery in 1043 by Leofric, Earl of Mercia, and his wife Godgyfu. The legend, retold by Landor and by Tennyson, of how the Lady Godiva averted Leofric's anger from the town by riding naked through its streets is first found in permanent form in the 'Flores Historiarum' of 1235. The episode of 'Peeping Tom' dates from 1678 only, and his alleged effigy on the King's Head Hotel is a clumsily adapted figure in armour (perhaps originally a St. George). After the Conquest the lordship of Coventry passed to the Earls of Chester, and it prospered so greatly (in spite of conflicts between the 'Earl's Half' and the 'Prior's Half') that by 1377 it ranked in industrial importance next to London, York, and Bristol. In 1398 Coventry (Gosford Green) was the scene of the interrupted 'wager of battle' between Bolingbroke and Norfolk (Shakespeare's 'King Richard II') and it was the meeting-place of the 'Parliamentum Indoctorum' (1404; so called on account of the exclusion of lawyers) and of th

'Parliamentum Diabolicum' (1458; so called from its numerous attainders). The City Wall, begun in 1356, was destroyed by Charles II in 1662; of its twelve gates only two remain, the Cook St. Gate and the Swanswell Gate. Coventry was a bishop's see from 1102 to 1185, but the present bishopric dates from 1918. The popular phrase 'to send to Coventry' is of uncertain derivation. 'True as Coventry blue' was a tribute to its commercial honesty. The 'Coventry Plays' are one of the four collections of mediæval English miracle-plays that have come down to us (15th or 16th cent.). — Miss Ellen Terry was born in Market St. in 1848.

From the *Railway Station* (Rfmts.) Eaton Road (tramway) leads N. to Grey Friars' Green (good view of spires), with a statue of *Sir Thomas White* (1492–1567), founder of St. John's College, Oxford (p. 317), whence Hertford St. ascends towards the centre of the town. To the right, just before reaching Hertford St., we see *Christ Church*, a modern structure of which the octagonal steeple, a survival of the Grey Friars' Monastery (destroyed 1539), is the first of the three famous spires of Coventry. A little E. of the other end of Hertford St. is ***St. Michael's,** now the cathedral, a grand Perp. edifice (1373–94), notable for its length and lightness. The tower, octagon, and spire, 296 ft. in height, are of singular grace and beauty (view). The interior, with its long range of slender columns, is impressive. The side-chapels, now forming the outer aisles, were originally associated with the trade-guilds of the city. Most of the stained glass is modern. — Just N.W. of St. Michael's, and suffering somewhat from the proximity, is the church of the *Holy Trinity*, another good Perp. structure (fine interior), with the third of the 'spires' (231 ft.). The pulpit is a fine example of 15th cent. stonework. The register records the marriage of William Siddons and Sarah Kemble (Nov. 25th, 1773). Just N. of Holy Trinity may be traced the remains of the original cathedral, which was destroyed in the time of Henry VIII. — To the S. of St. Michael's is ***St. Mary's Hall,** erected for the Trinity Guild between 1394 and 1414, and entered by a four-centred archway. The Great Hall contains a modern statue of Lady Godiva and the celebrated Coventry Tapestry (Flemish, early 16th cent.), said to commemorate the visit of Henry VI and Queen Margaret in 1451. The other rooms also are interesting. — *Ford's Hospital*, near Christ Church, is a charming half-timbered building of the early 16th century. Another equally picturesque survivor of the three mediæval hospitals of Coventry is *Bablake Boys' Hospital* (15th or 16th cent.), in Hill Street, on the W. side of the city. Close by is *St. John's Church*, founded in 1344, with a lantern tower. — In Earl St. is the house to which the Princess Elizabeth was brought in 1605 (see p. 325); and there are several quaint old houses in Gosford St. and other parts of the city. In Cheylesmore St. is *Cheylesmore Manor House*, from which Godiva set out on her legendary ride.

Admirers of George Eliot (*Mary Ann* or *Marian Evans*, 1819–80) may well devote an extra day to the Coventry and Nuneaton district, which is intimately connected with her life and novels. In Coventry itself, which has been doubtfully identified with the 'Treby Magna'

of 'Felix Holt' and with 'Middlemarch,' Marian Evans was for a short time at the Misses Franklin's boarding-school (now 'Nantglyn,' 29 Warwick Road, on the W. side of Grey Friars' Green). Not far off is Cow Lane, where Mr. Franklin (prototype of 'Rufus Lyon') used to preach in a chapel now used for other purposes. From 1841 to 1849 she lived with her father at 'Bird Grove' on the Foleshill Road, a house now somewhat altered, with a new front door in George Eliot Road. In St. Nicholas St. stands 'Rosehill' (enlarged), the home of her friends, Mr. and Mrs. Charles Bray and Miss Sara Hennell. Farther W. is the Radford Garden Suburb, with roads named after characters in George Eliot's novels. The railway from Coventry to Nuneaton (see below) affords access to other shrines (comp. also pp. 361, 370, 375).

Excursions from Coventry may be made also to *Coombe Abbey* (p. 325), 4 m. E.; to *Wyken Church* (Norman door) and the remains of *Caludon Castle* (14–16th cent.), 2 m. N.E. (½ m. apart); and to *Whitley Abbey*, an Elizabethan mansion 1½ m. S.E. The church at *Baginton*, 3 m. S., contains the good brass of the Bagot (d. 1400) of 'King Richard II.' *Stoneleigh Abbey* (p. 339) lies 4½ m. S. — Motor-omnibuses run to *Kenilworth* (5 m.; 8*d.*; best reached on foot), *Warwick* (10 m.; 1/6), *Stratford on-Avon* (18 m.; 2/10), etc. — Railway to *Warwick* and *Leamington*, see p. 339.

From Coventry to Nuneaton, 10 m., L. & N.W.R. in ½ hr., traversing the 'George Eliot Country.' — 2¾ m. *Foleshill*. 6½ m. *Bedworth*, a coal-mining centre, is connected with Coventry by tramway. Corley Hall, a Jacobean farmhouse 4 m. W., has been suggested as the original of the 'Hall Farm' in 'Adam Bede.' — 9 m. *Chilvers Coton* is the 'Shepperton' of 'Mr. Gilfil's Love Story.' George Eliot was born at the South Farm, *Arbury*, 2 m. S.W. of the station, and was taken as an infant to *Griff House* (1½ m. S. of the station), her home until 1841 (comp. above). Both are on the Newdigates' estate of *Arbury Hall* ('Cheverel Manor'), of which her father was agent. — 10 m. *Nuneaton*, the 'Milby' of 'Janet's Repentance,' see p. 243. It now includes *Stockingford*, the 'Paddiford' of 'Scenes of Clerical Life.'

Soon after leaving Coventry we are joined on the left by a line from Leamington (see p. 339), coming in at (100 m.) *Berkswell*, with its interesting church (Norman chancel and Saxon and Norman crypts). We cross the *Blythe* and reach (103¼ m.) *Hampton-in-Arden*. Beyond (106¾ m.) *Marston Green* we cross a strip of Worcestershire, regaining Warwickshire on leaving (109½ m.) *Stechford*, where the direct line to Walsall (p. 336) strikes off to the right. — 113 m. **Birmingham** (New Street), see Rte. 45.

B. VIÂ BICESTER AND LEAMINGTON.

110¼ m. G.W.R. in 2¼–4¾ hrs. (17/4, 9/2½). The expresses call at *Leamington Spa* (87½ m. in 2–3½ hrs.; 14/6, 7/3½). Between Northolt Junction and Haddenham the line is the joint property of the G.W.R. and G.C.R., and all stations on that section may be reached also from Marylebone Station.

Some of the G.W.R. trains to Birmingham (129¼ m. in 3–4¾ hrs.; same fares) run viâ Reading, Didcot, and Oxford (Rte. 41A), going on thence to join the Bicester line at Aynho (comp. p. 320).

From London (Paddington) to (10 m.) *Northolt Junction* and to (21½ m.) *Beaconsfield*, whence visits may be made to William Penn's grave at Jordans (2 m.), to Milton's cottage at Chalfont St. Giles (4 m.), to Dropmore (3½ m. S.; p. 291), etc., see the *Blue Guide to London*.

We are now in **Buckinghamshire**, or **Bucks**, an agricultural and pastoral county with no large town and no great church, but containing several famous mansions and many interesting villages and churches. About the middle extends the fertile *Vale of Aylesbury* and in the S.W.

are the *Chiltern Hills*. The beech-woods of Bucks, once the haunt of bandits (comp. p. 363), now provide material for the chairs, etc., made about High Wycombe. Lace-making is still a cottage-industry as in the days of Cowper's contented cottager. The literary and historical associations of the county are very numerous: the names of Hampden, Penn, Burke, Disraeli, Milton, Cowper, Gray, Waller, and Shelley all figure in its annals.

26½ m. **High Wycombe** (*Red Lion*; *Falcon*), the largest town (20,387 inhab.) in Buckinghamshire, makes 'Windsor' chairs and paper. The 13–16th cent. *Church* (interesting interior) is the largest in the county. In the *Guildhall* is a portrait group by Van Dyck. *Wycombe Abbey*, once the seat of Lord Carrington, is now a girls' school.

About 2½ m. N.E. lies *Penn*, the alleged ancestral home of the family of William Penn. — *Hughenden Manor*, 1½ m. N., was the home of Benjamin Disraeli, Earl of Beaconsfield, from 1839 till his death in 1881. He is buried in the village-church, with a monument erected by Queen Victoria. An obelisk in the park commemorates his father, Isaac Disraeli (1766–1848).

Branch-line to *Maidenhead*, see p. 291.

On the ridge to the right appears the prehistoric fortification of *Desborough Castle*. — 28¾ m. *West Wycombe*, a quaint village (2931 inhab.), has a curious 'classical' church, built on the hill (646 ft.) above it in 1763 by Sir Francis Dashwood (Lord le Despencer; p. 297), with a tower surmounted by a ball capable of holding 10 persons and with a strange interior. At the E. end is a hypæthral mausoleum. The key of the church is obtained in the village, the path from which ascends past the entrance of some extensive chalk-caves in the hill (visitors admitted).

The church of *Bradenham*, 1½ m. N., has a Saxon doorway. Isaac Disraeli (see above), who is buried in the church, lived in the manor-house from 1829 to 1848. Bradenham is the 'Hurstley' of Lord Beaconsfield's 'Endymion.'

34¾ m. **Princes Risborough** (*George & Dragon*; *Wheatsheaf*), a small town (2322 inhab.) amid the *Chiltern Hills*, is so named as a royal possession in contradistinction to *Monks Risborough*, a village 1¾ m. N. with an interesting E.E. to Perp. church, which belonged to the Abp. of Canterbury.

About 1 m. E. of Princes Risborough is the *Whiteleaf Cross* (80 ft. by 70 ft.), cut in a hill on the Hampden estate. Formerly believed to commemorate a victory over the Danes in 910, it is now thought, more probably, to mark the intersection of the Icknield Way with another important road running N. to Oxford.

Chequers, a historic Tudor mansion, 3½ m. N. of Princes Risborough (and 2 m. S.E. of Little Kimble, see below), was presented to the nation in 1917 by Lord Lee of Fareham for the use of the Prime Minister. Its collection of Cromwell portraits and relics is famous.

Branch-lines diverge from Princes Risborough for (21 m.; l.) *Oxford* (see p. 321); for *Watlington* (rail motor; 9 m.; l.), 4 m, S.E. of *Chalgrove Field* (obelisk; comp. p. 321); aud, viâ *Little Kimble*, for (7½ m.; r.) *Aylesbury* (p. 363).

About 4 m. beyond (40 m.) *Haddenham* we diverge to the left (W.) from the G.C.R. line to Calvert and the North (p. 364). Passing through a deep cutting and a short tunnel we reach (47½ m.) *Brill & Ludgershall*.

Brill (694 ft.; Sun, pens. 7/), 2 m. S., has a Norman, E.E., and Perp church and was the site of a hunting-lodge of Edward the Confessor. Close by is the deserted spa of *Dorton*. Behind *Boarstall Tower* 2½ m. W., is a duck-decoy. — From Brill to *Quainton Road*, see p. 364.

We now enter *Oxfordshire* (p. 322). 53½ m. **Bicester,** 1¼ m. from the L. & N.W.R. station (see p. 321). Beyond (57¼ m.) *Ardley* is a tunnel 1150 yds. long, followed by two long viaducts. — At (61½ m.) *Aynho Park* the line from Oxford (p. 320) comes in on the left by a 'flying junction.' 64 m. *King's Sutton*, the junction of a line to (20 m.) *Kingham* (p. 323), has a noted Perp. church with a graceful tower and spire. — 67½ m. **Banbury** (*Rfmts.*; *Red Lion*; *White Lion*), a well-built little town (13,458 inhab.), contains several old houses of the 16–17th centuries. It is famous for its cakes and ale and for 'Banbury Cross,' removed by Parliament in 1646, but replaced by a new one in 1858.

Banbury is the junction of lines to *Woodford* (p. 364) and (L. & N.W. station, ¼ hr.'s walk, over the bridge) to *Blisworth* (see p. 238) and to *Verney Junction* (see p. 321). — Near Banbury are *Wroxton Abbey* (Lord North; adm. at times on written application), 3 m. N.W., with portraits and Flemish carvings; *Broughton Castle* (Lord Saye and Sele; shown on application by letter, adm. 1/), 3 m. S.W., dating from the 14–16th cent.; and *Warkworth* (2 m. E.), with the Lyons tomb (c. 1350) in its church. *Compton Wynyates* (p. 323) lies c. 9 m. W.

Beyond (71 m.) *Cropredy* (where Charles I defeated Waller in 1644) we enter *Warwickshire* (p. 325). — 76 m. *Fenny Compton* has another station (p. 238) on the line from Blisworth and Woodford to Stratford-on-Avon, affording access to Edge Hill, Sulgrave, etc. — To the W. (l.) are the *Dasset Hills*. We cross the *Itchen* and the Roman *Foss Way*.

Between (87¼ m.) **Leamington** (p. 337) and (89¼ m.) **Warwick** (Coventry Road; p. 339) we cross the *Avon*, but beyond Warwick we quit its valley. 93¼ m. *Hatton* is the junction of a line viâ Stratford-on-Avon to Honeybourne (see p. 261). From (97½ m.) *Lapworth*, the church of which has some very early details (possibly Saxon), a rail motor runs to (4¾ m.) *Henley-in-Arden* (p. 336). — 100 m. *Knowle*, with a long-bodied Perp. church and a large asylum. *Packwood House* (2 m. S. of the station; no adm.) is a half-timbered mansion (partly 15th cent.), with a delightful garden. — 103½ m. *Solihull* has an E.E. and Perp. church (restored). Solihull Hall is a good wood-framed building of the late 14th cent., somewhat disguised by modern additions. — At (107¼ m.) *Tyseley* diverges the Stratford-on-Avon line (p. 336). — We now traverse (108¼ m.) *Small Heath* and *Bordesley*, industrial suburbs of Birmingham.

110 m. **Birmingham** (Moor Street) and (110½ m.) *Birmingham* (Snow Hill), see Rte. 45.

45. BIRMINGHAM.

BIRMINGHAM, the foremost metal-working town in England and the metropolis of an industrial district of high importance, has Anglican and Roman Catholic bishops, a university, a noted art-gallery, and fine public buildings. It spreads over the heights (200–600 ft.) and hollows of some small tributaries of the Tame and lies mainly in Warwick-

shire, but with suburbs stretching into Staffordshire and Worcestershire. In 1911 it widely extended its municipal boundaries so that in population (840,202 inhab.) it ranks below only London and Glasgow among British cities.

Railway Stations. *New Street Station* (Pl. C 5; Rfmts.), New St. (notable for its enormous roof-span), for the L. & N.W.R. trains in all directions except the W., and for M.R. trains to the N.E., the E., and the S.W. — *Snow Hill Station* (Pl. A, B 5; Rfmts.), a little to the N., for the G.W.R. trains to London (viâ Leamington), Worcester, Malvern, and S. Wales. — *Moor Street Station* (Pl. C 6), a subsidiary station of the G.W.R. — There are also over 40 suburban stations.

Hotels. Queen's, at New St. Station (Pl. a; C 5), R. from 5/6, B. or L. 3/6, D. 6/; Grand (Pl. b; B 5), Colmore Row, near Snow Hill Station, R. from 4/6, with bathroom from 10/6, B. or L. from 3/6, D. 5/6; Midland (Pl. c; C 5); Plough & Harrow (Pl. d; D 2), 135 Hagley Road, Edgbaston, old-fashioned but comfortable; Imperial (Pl. e; B 5), 31 Temple St.; Hen & Chickens (Pl. f; C 5), 130 New St., Cobden (Pl. g; B 5), Corporation St., R. & B. from 5/6, these two unlicensed; Stork (Pl. h; B 6), Corporation St., Swan (Pl. k; C 5, 6), corner of New St. & High St., both commercial, R. 4/, B. 4/6, L. 3/; Hill House, at Handsworth Wood, residential.

Restaurants at most of the hotels. Also: *Lissiter & Miller*, 20 Bennett's Hill; *Métropole*, 35 High St., near the Bull Ring; *Pattison* (luncheon rooms), 51 High St., 7, 68, & 74 New St., and 25 Corporation St.; *Barrow*, Corporation St.; *Central*, 15 Corporation St.; *White Horse*, 30 Congreve St.; *Waterloo Bar*, 71 New St.; *Birmingham Dairy Co.*, Corporation St., 112 New St., Great Western Arcade, and 21 New City Arcades; *Wedgwood Lounge*; *Hughes*; *Winter* (vegetarian).

Baths. Of the numerous *Corporation Public Baths* those in Kent St. (Pl. D 5) and Monument Road (Pl. C 1) have swimming and Turkish baths. — *Private Turkish Baths* in Broad St., High St., and the Parade.

Post & Telegraph Office (Pl. C 5), Paradise St., opposite the Town Hall. — American Consul, *E. H. Dennison*, 43 Cannon St. (9.30–4.30, Sat. till noon); vice-consul, *David C. Kerr*.

Clubs. *Union*, Colmore Row; *Conservative*, Temple Row; *Liberal*, Temple St.; *Clef*, Paradise St.

Cabs, 1/ per mile, 6*d*. per ½ m. extra, with two horses 1/6 & 9*d*., per hr. 3/; hansoms (2 pers.) 1/ & 4*d*., per hr. 2/6. *Taxicabs*, 1/ for the first mile, 2*d*. for each succeeding ⅛ m. Waiting 6*d*. per ¼ hr. Double fares between midnight and 6 a.m. (taxicabs fare and a half). No extra charge for reasonable luggage. — Electric Tramways. Birmingham has an admirable system of electric tramways, connecting the centre of the city with the various suburbs (1*d*. to 2½*d*.). The chief starting-points are the E. end of Colmore Row (Pl. B 5), Edmund St., behind the Council House (Pl. B 5), Martineau St. (off Corporation St., Pl. B 5), Station St. (Pl. C 5), Navigation St. (Pl. C 5), High St. (Pl. B, C 6), and Steelhouse Lane (Pl. B 5, 6). — Motor Omnibuses run from New St. to *Harborne*, *Hagley Road*, *Walsall*, *Coventry*, *Lickey Hills*, *Stratford-on-Avon*, etc.

Amusements. Theatres: *Theatre Royal* (Pl. C 5), New St.; *Prince of Wales* (Pl. C 4), Broad St.; *Repertory Theatre* (Pl. C 5), Station St., chiefly for pieces of the new school of drama; *Alexandra* (Pl. C 5), John Bright St. — Music Halls (performances usually at 6.50 & 9); *Grand Theatre* (Pl. B 6), Corporation St.; *Empire*, *Hippodrome*, both in Hurst St. (Pl. C, D 5); *Gaiety*, Coleshill St. (Pl. B 6). — Concerts. *Subscription Concerts* are given regularly by the Festival Choral Society and Messrs. Harrison, *Promenade Concerts* at the Theatre Royal, and *Popular Saturday Concerts* at the Town Hall. Comp. also p. 331.

History. Birmingham is generally looked upon as a purely modern city, but as a matter of fact *William de Bermingham*, Lord of the Manor, was able to show in 1309 that his ancestors had held a market and levied tolls here before the Conquest. The origin of the name, which appears in Domesday Book as *Bermingeham*, is disputed.

The mediæval town seems to have been a thriving place, but it was not till a comparatively recent epoch that it became noted for its workers in metal. By 1538, however, Leland was able to write of 'Bremischam' that "a great part of the towne is mayntayned by smithes, who have their yren out of Staffordshire and Warwikshire, and their sea-coale out of Staffordshire." In the Civil War in 1643 Birmingham was sacked and burned by Prince Rupert. Since about the close of the 18th cent. the town has made extraordinarily rapid progress. Boulton and Watt helped to establish its reputation as a manufacturing centre, while Baskerville, the printer, Priestley (p. 333), and Murdock, or Murdoch, the inventor of gas-lighting, gave an impetus to advance in art, science, and learning, which even the fierce 'Church and King Riots' of 1791 could not seriously hamper. Birmingham took a leading part in the Reform agitation of 1832 and in the Chartism of 1839; and the names of Joseph Sturge (1793–1859), John Bright (1811–89), and Joseph Chamberlain (1836–1914) are a sufficient reminder of its continued importance in English political life.

Birmingham's industrial prosperity is founded on the abundant supplies of coal, iron, wood, and sand in its vicinity. Its characteristic feature is the multiplicity of its trades, and (though it has also many huge factories) it is still the home of the 'small master,' with over 8000 independent registered workshops. Practically everything made of brass or other metal, from a pen-nib to the largest steam-engine, is turned out here. From the English Civil War (when it supplied the Parliamentarians with 15,000 swords), down through the American Civil War (when it sent nearly 800,000 guns to the United States), to the enormous activity during the Great War, Birmingham has always been of prime importance to the fighting man. Among other leading products are jewellery, machinery, motors, tools, screws, nails, chemicals, and glass.

Among the most characteristic of the large factories (to which visitors are usually admitted on introduction) are the huge munition establishments of Kynoch (at Witton, p. 335) and the Birmingham Small Arms Factory (at Small Heath, p. 329); the steel-pen works of Perry (36 Lancaster St.; Pl. A 6) and Gillott (Graham St.; Pl. A 3, 4); the electro-plate factory of Elkington (Newhall St.; Pl. B 4, 5); the glass foundries of Chance (at Smethwick, p. 335) and Osler (Broad St.; Pl. C, D 3, 4); the stained-glass works of Hardman (Newhall Hill; Pl. B 3, 4); the screw works of Nettlefold at Smethwick (p. 335); and Cadbury's Cocoa Works at Bournville (see p. 143). An immense amount of bronze and copper coins for England and other countries is produced by the Birmingham Mint Ltd. (Heaton & Sons), in Icknield St. (Pl. A 3).

Birmingham justly prides itself on the rôle it has played in the development of free thought, enlightened municipal enterprise, and social betterment. It has long been a stronghold of Nonconformity and is to-day the chief centre of English Unitarianism. The work of Cardinal Newman at the Oratory (p. 334) testifies to its importance in another ecclesiastical sphere.

The two main railway stations are both close to the centre of the city, which we may fix at the open space now known as VICTORIA SQUARE (Pl. B 4, 5). On the W. side of this stands the **Town Hall** (Pl. B 4; visitors apply at Door A, Congreve St.), a severely classical building, completed in 1850 from the designs of Hansom & Welch. The lower part consists of a rusticated plinth, 23 ft. high, which supports a peripteral structure with 40 Corinthian columns (36 ft. high), imitated from those of the temple of Jupiter Stator at Rome. The large hall, decorated with paintings of scenes from the city's history, contains a fine organ by Hill & Son, on which free recitals are given at frequent intervals. The Birmingham Musical Festival, instituted in 1768, was held here every third year (last in 1912), and this hall is also the chief scene of the recently inaugurated Musical Competition Festival (next in 1920).

On the N. side of the square, at the end of Colmore Row, is the Council House (Pl. B 5; visitors apply at the door in Colmore Row, 10–1 & 2–4), erected in a Renaissance style in 1874–81 by H. Yeoville Thomason, and connected by a bridge with a large extension on the other side of Edmund St., added in 1912 from the plans of H. V. Ashley and W. Newman. The chief entrance, over which is a mosaic by Salviati, leads under a porte-cochère to the hall and grand staircase. Inside are the Council Chamber, the Banquet Hall, the offices of the chief City Officials, and committee rooms.

The upper part of the N. wing of the original Council House is occupied by the ***Corporation Art Gallery and Museum** (1886; open free 10–4 or 5, Wed. & Sat. till 9, Sun. 2–5; good catalogue 6*d.*; Keeper, Sir Whitworth Wallis, F.S.A.). The collection, which is one of the most important in England outside London, is especially notable for its examples of David Cox (p. 335) and Burne-Jones (p. 333) and for its English Pre-Raphaelite paintings and drawings.

The older block of buildings (entered from Chamberlain Square, p. 333) is devoted to the *Collection of Industrial & Decorative Art*, including Italian metal work, goldsmith's and silversmith's work, Renaissance wood and marble carvings, Japanese and Chinese bronzes, Limoges enamels, glass, Wedgwood ware, oriental and other porcelain, and decorative iron work. In the balconies is an unrivalled series of drawings by *Rossetti*, *Millais*, *Holman Hunt*, *Burne-Jones*, *Ford Madox Brown*, *Frederick Sandys*, and other members of the English Pre-Raphaelite School. The *Historical Collection of Fire Arms* is noteworthy (esp. those of the 16–17th cent.). In the vestibule are statues of John Bright (1811–1889), by A. Bruce-Joy, and R. W. Dale (1829–1895), by Onslow Ford.

From the Round Gallery by the tower a corridor, hung with *Tapestry* by Burne-Jones and William Morris, leads across Edmund St. (flying bridge) to the New Building, erected (1912) through the munificence of the late John Feeney (1839–1905). Ten large galleries here contain (at present) a fine series of oil-paintings and water-colours by *David Cox*, an extensive and representative collection of paintings and drawings of the *English Pre-Raphaelite School*, a general collection of *Modern English Paintings*, a few works by *Older English Masters*, and an admirable array of *English Water Colours*. These galleries are adjoined by six new galleries (not yet open to the public), intended to receive the water-colours. The following individual works may be specially mentioned: 450. *Reynolds*, John Thomas, Bp. of Rochester (Room II); 459. *Romney*, Lady Holte (R. II); 334. *Gainsborough*, Sir Charles Holte (R. II); 420. *Morland*, Pigs (R. II); 325. *Etty*, Pandora (R. II); *David Cox*, 161. Rhyl Sands, 166. Sherwood Forest, 175. Going to the Hayfield (these three in R. IX); 141. *William Collins*, The Reluctant Departure (R. IX); 35. *Ford Madox Brown*, The Last of England, English Autumn Afternoon (both in R. III); 424. *W. J. Müller*, Arab Shepherds (R. IX); *D. G. Rossetti*, 483. Beata Beatrix (replica of the picture in the National Gallery), 485. Sir Galahad (both in R. III); 525. *G. F. Watts*, Roman Lady, Little Red Riding Hood (R. III); 521. *Fred Walker*, Old Gate (unfinished study; R. I); 500. *Simeon Solomon*, Greek Acolyte (R. III); 412. *Albert Moore*, Dreamers (R. IV); *Millais*, 407. The Widow's Mite (R. I), 408. Blind Girl (R. III); 397. *J. F. Lewis*, 396. The Doubtful Coin, 397. Lilium Auratum (R. III); 394. *Lord Leighton*, Condottiere (R. I); *Holman Hunt*, 379. Two Gentlemen of Verona, 380. The Child Jesus in the Temple (R. III); *Burne-Jones*, 41. Star of Bethlehem (water-colour), 42. Pygmalion Series, 55. King Mark and the Belle Iseult (R. V). — The water-colours include examples of *Turner*, *Bonington*, *Prout*, *Cotman*, *De Wint*, *Varley*, *Copley Fielding*, *Birket Foster*, *W. Hunt*, *Fred Walker*, and *Girtin*, as well as of many more modern masters. R. X is used for *Loan Collections*

only. — The *Natural History Collection* occupies the galleries on the Congreve St. side and is approached by the staircase adjoining the Feeney Galleries. The new main entrance, in Gt. Charles St., leads to the *Collection of Casts* and the *Water Colour Galleries*.

To the W. of the Town Hall stands the BIRMINGHAM & MIDLAND INSTITUTE (Pl. C 4), incorporated in 1854. The original Gothic building by E. Barry (1855–56) was remodelled in an Italian style by J. H. Chamberlain (1881).

The Institute, which contains a fine lecture hall and well-stocked reading rooms, organizes popular lectures and provides evening classes in languages, literature, science, and other subjects (2250 students). Its School of Music (under Prof. Granville Bantock) is important.

The adjacent *Central Free Library* (c. 250,000 vols), including the Shakespeare Memorial Library (22,000 vols.) and a collection of war poetry (1914–18), contains also the *James Watt Museum* (comp. p. 335). In Paradise St., the wide thoroughfare on the S. side of the Town Hall, is the *Inland Revenue Office*, connected with the *General Post Office* (Pl. C 5) by a flying bridge. Inside the post office is a statue (by M. Noble) of Sir Rowland Hill (1795–1879), who was the son of a Birmingham schoolmaster.

In Victoria Square, E. of the Town Hall, are statues of *Queen Victoria* (by Brock; 1899), *King Edward VII* (by Albert Toft; 1913), and *Sir Robert Peel* (by Peter Hollins). — In Chamberlain Square, N. of the Town Hall, are a fountain in honour of *Joseph Chamberlain* (medallion by Woolner) and statues of *Sir Josiah Mason* (see below), *Joseph Priestley* (1733–1804), the discoverer of oxygen, and others. The fine statue of *James Watt* (1736–1819), in Ratcliff Place, between the Town Hall and the Midland Institute, is by Alex. Munro.

In Edmund St., a little to the N. of the Town Hall, is **Mason College** (Pl. B 4), a red brick edifice by Cossins, built and endowed by Sir Josiah Mason in 1875–80 as a college of science at a cost of £200,000. It is now the seat of the general government of Birmingham University (see p. 335) and harbours the faculties of Arts, Medicine, and Commerce. — Farther E., beyond the Gallery of Art, is the *School of Art* (Pl. B 5; director, Mr. R. Catterson-Smith). — The wide and handsome COLMORE ROW (Pl. B 5) leads N.W. from Victoria Square to *Snow Hill Station* (p. 330), passing the *Union Club* (l.), the *Grand Hotel* (p. 330), and several substantial office buildings. In a large open churchyard to the S. (right) is the church, now the cathedral, of **St. Philip** (Pl. B 5), a Palladian building with a good tower by Thomas Archer, a pupil of Vanbrugh (1710). The chancel was added in 1884. The stained-glass windows in the chancel and baptistery are by Sir Edward Burne-Jones (1833–98), who was born in Bennett's Hill. In the churchyard (now a public garden) are a memorial to Col. Burnaby (1842–85) and a bronze statue (by Stirling Lee) of Bishop Gore, first bishop of Birmingham (1905–11).

From Colmore Row (tramway terminus) the *Great Western Arcade* and its prolongation the *North Western Arcade* (beyond Temple Row) lead through to Corporation St. (p 334).

NEW STREET (Pl. C 5), leading E. from Victoria Square, is perhaps the chief business and shopping street of Birmingham. To the left stands the house of the *Royal Society of*

Artists, to the right are the *Masonic Hall*, the new *Chamber of Commerce*, and the *Theatre Royal* (set back a little). In Stephenson Place, leading right to the huge *New Street Station* (p. 330), is a statue of Thomas Attwood (1783–1856), the leader of the local Reform agitation before 1832 and first M.P. for Birmingham. At the corner (r.) is the Gothic *Exchange* (1865), the conference centre for mine-owners, iron-masters, and others.

Corporation Street (Pl. B 5, 6), running N. (l.) from this point, is a fine street of shops and public buildings, constructed through a slum district in 1875–82 at a cost of £1,520,000. On the left side of the street are the *Victoria Law Courts* (Pl. B 5, 6), a huge red building by Sir Aston Webb and Ingress Bell (1887–91), with stained-glass windows of Victorian men and events (shown in the afternoon by tickets obtained at the Council House, p. 332). — Behind the Law Courts, in Steelhouse Lane, is the *New General Hospital* (Pl. A 6). To the right, in Corporation St., is the *Wesleyan Central Hall*, with a tower 200 ft. high.

To the right in New St. is **King Edward VI's Grammar School** (Pl. C 5, 6), the successor of a foundation of 1392, installed in a Tudor building by Sir Chas. Barry (1840). Its endowments now bring in an annual revenue of over £40,000, and it is attended by c. 800 pupils (boys and girls) besides 2000 in subsidiary schools.

On the opposite side are the *City Arcades*, connecting New St. with Union St. and High St.

New St. ends at High St. (Pl. B, C 6), beyond which (r.) we enter the Bull Ring, containing a bronze statue of Nelson (1758–1805), by Westmacott, and **St. Martin's Church** (Pl. C 6), a large Dec. edifice, rebuilt in 1872–75. The church tower (rebuilt in 1855) incorporates some ancient mouldings. In the chancel are monuments of the De Birmingham family (p. 330) from the old church. In the S. transept there is a stained-glass window by Burne-Jones and Morris.

From the E. end of St. Martin's the oldest street in Birmingham runs S.E. The first section is called Digbeth (Pl. C 6). This is continued by Deritend High Street, on the left side of which stands the *Old Crown House* (No. 188), a quaint timbered building, probably going back to the 14th century. Beyond Deritend is the wider Bordesley High Street.

Among other points of interest in the more central parts of Birmingham are the **Roman Catholic Cathedral* (*St. Chad's*; Pl. A 5), Bath St., built by A. W. Pugin in the Dec. style in 1839–41 (16th cent. oak pulpit from Louvain, 15th cent. stalls from Cologne); the *Church of the Messiah* (Unitarian) in Broad St. (Pl. C 4), with a monument to Dr. Joseph Priestley, whose house (with his library and chemical apparatus) was burned down by the rioters of 1791 (p. 331); the admirable *Municipal Technical School*, in Suffolk St. (Pl. C 4, 5; 4000 students); the church of *St. Alban's*, in Conybere St., Bordesley, an excellent example of J. L. Pearson's work (1881; 13th cent. Gothic); the *Carr's Lane Congregational Church* (Pl. B 6), associated with the ministries of John Angell James (1800–59), R. W. Dale (1859–95), and J. H. Jowett (1895–1911); and *Stratford House*, in Stratford Place, Bordesley, dating from 1601. In Easy Row (Pl. B, C 4) is the "old red-brick house with three steps before the door" where Mr. Pickwick tried in vain to mollify Mr. Winkle, senior.

On the S.W. of the city is the pleasant residential suburb of Edgbaston. The **Oratory of St. Philip Neri** (Pl. D 1), in

the Hagley Road (tramway from Navigation St.), established by Newman in 1847, is the chief English home of the Congregation of the Oratory and includes one of the leading Rom. Cath. boys' schools in England.

The memorial church of the *Immaculate Conception*, designed by Mr. Doran Webb in an elaborate Italian style, still lacks some of its internal decorations. In the vestibule are tablets to Cardinal Newman ('Ex umbris et imaginibus in veritatem') and his associates, and to alumni of the Oratory School who have fallen in the War. Card. Newman (1801–90) is buried in the tiny graveyard adjoining the country-house of the Oratory Fathers on *Rednal Hill*, near Barnt Green station (p. 143).

A little S. of the Oratory is the *Botanical Garden* (adm. 6*d.*, on Mon. 2*d.*). — The Hagley Road (tramway) goes on W. towards (1½ m.) *Lightwoods Park* (30 acres), which contains a house once occupied by Sir Francis Galton (1822–1911) and a 'Shakespeare Garden.' Adjoining is *Warley Park* (109 acres), a fine expanse of woodland, with a rose-garden, an old mansion known as 'Warley Abbey,' and a golf-course.

Harborne, to the S.W. of Edgbaston, was the birthplace of the historian E. A. Freeman (1823–92), and in its churchyard is buried David Cox (1783–1859), the son of a Deritend blacksmith.

In the suburb of Bournbrook, to the S. of Edgbaston and 3 m. from the centre of Birmingham (Bristol Road tramway, 1½*d.*), are the new buildings of **Birmingham University,** completed in 1909 from designs by *Sir Aston Webb* and *Ingress Bell*. The general plan is a large semicircle, with three large domes and radiating blocks. The lofty central tower (325 ft.) is a memorial of the Right Hon. Joseph Chamberlain, first Chancellor of the University.

The University, incorporated in 1900 and including Mason College (p. 333), has over 1000 students, men and women. The new buildings are used by the various scientific departments and are admirably equipped with laboratories, workshops, foundries, mining models, a 300-ton testing machine, and other apparatus. In the vestibule is a statue of Edward VII, by A. H. Drury.

Bristol Road and the parallel Pershore Road pass a little to the W. of *Cannon Hill Park* (73 acres), which is the most decorative of the numerous parks of Birmingham in the matter of flowers, shrubberies, and pools, and includes a students' garden, a glacial boulder, a Boer War Memorial (by Albert Toft), and the old '*Golden Lion,' a half-timbered house (15–16th cent.) brought from Deritend (p. 334). Thence, or from the University, we may go on to visit *Bournville* (p. 143).

The other suburbs of Birmingham are likewise reached by tramway or railway, most of them having local railway stations.

In Aston Manor, on the N.E. side of the city, is *Aston Park* (49 acres; tramway from Old Square, 1*d.*), interesting chiefly for ***Aston Hall** (1618–35), a fine red-brick Jacobean house, the original of Washington Irving's 'Bracebridge Hall.' This is now used as a museum (open from 10 till dusk, Sun. 2 to 4 or 5). The features of special interest include the grand staircase, the long gallery, the room occupied by Charles I in 1642, the old fire-places, and some of the paintings. One room is fitted up with original panelling from the house in the Old Square in which Dr. Johnson used to visit his friend Edmund Hector. — At Witton, farther N., is the *Birmingham General Cemetery*, containing the graves of Harriet Martineau (1802–76), George Dawson (1821–76), John Angell James (p. 334), R. W. Dale (p. 334), Joseph Chamberlain (p. 336), and many local worthies. — Handsworth, adjoining Aston Manor on the W., contained the famous *Soho Works* in which James Watt and Matthew Boulton demonstrated the powers of the steam engine (1775–1800). In 1848 the works were dismantled and the engine factory removed to *Smethwick* (to the S.W.). *Heathfield Hall*, the residence of Watt, still stands, with his upper floor workshop intact (tools, books, apparatus; comp. p. 333). Boulton, Watt, and Murdock (p. 331) all rest in

St. Mary's Church, the first with a monument by Flaxman, the other two with monuments by Chantrey. — At *Moor Green*, 3 m. S., is *Highbury*, long the home of Joseph Chamberlain (1836–1914), which was presented to the city by Mr. Austen Chamberlain in 1918 and is now used as a hospital.

ENVIRONS. Short excursions may easily be made to *Bournville* (p. 143), *Knowle* and *Packwood House* (p. 329), *Sutton Park* (see below), *Maxstoke* (see below; 8 m. E.), *Solihull* (p. 329), *Dudley Castle* (p. 225; 9 m. N.W.), the *Clent Hills* (10 m. S.W.), the *Lickey Hills*, near Barnt Green (p. 143), *Halesowen* (p. 143; 9 m. S.W.), and *King's Norton* (p. 143; 5 m. S.). A somewhat wider range (but well within a day's return-trip by train) brings in *Tamworth* (p. 244), *Coventry* (p. 325), *Warwick* (p. 339), *Stratford* (p. 342), *Kenilworth* (p. 339), *Lichfield* (p. 244), and *Worcester* (p. 277).

About 10 m. N.W. of Birmingham, and reached either direct (11 m.) by the L. & N.W.R. or by the Midland Railway (17½ m.) viâ Sutton Coldfield (see below), lies **Walsall** (*Rfmts.*; *George*), a town (92,115 inhab.) engaged in making saddlery, bits, and harness. A statue and a stained-glass window (St. Matthew's Church) commemorate the devoted labours of '*Sister Dora*' (1832–78), youngest sister of Mark Pattison (p. 315). To *Rugeley*, see p. 247; to *Lichfield* and *Derby*, see p. 361.

FROM BIRMINGHAM TO STRATFORD-ON-AVON (p. 342), 25 m., G.W.R. rail motors from Moor St. Station in 1¼ hr. (4/, 2/1). Passing *Bordesley*, *Small Heath*, and *Tyseley* (see p. 329), we reach (10¼ m.) *Earlswood Lakes*, with the reservoirs of the Birmingham & Stratford Canal. — 16¾ m. *Henley-in-Arden* (White Swan), a quaint little town (1062 inhab.) in the *Forest of Arden* (p. 325), has a Perp. church, an old Guild Hall (now in private occupation), and a 13th cent. market-cross. The name of Shakespeare survives here, but its bearers seem to have no connection with the poet. Branch-line to *Lapworth*, see p. 329. — The last station before Stratford is (22¼ m.) *Wilmcote* (p. 342).

FROM BIRMINGHAM TO LICHFIELD, 16¼ m., L. & N.W.R. in ¾–1 hr. (3/, 1/5½). — The trains start at New Street Station and pass the suburban stations of *Vauxhall*, (2½ m.) *Aston* (p. 335), *Gravelly Hill*, (5 m.) *Erdington*, and *Chester Road*. About 1½ m. N.W. of the last is *Oscott College*, a Rom. Cath. seminary, of which Lord Acton (1834–1902) was a lay pupil. — 7½ m. **Sutton Coldfield** (*Swan*; *Royal*, R. from 4/, D. 4/6), also a station on the Midland line to Walsall, is a town of 20,132 inhab., with a large rebuilt church retaining traces of E.E. work (Norman font; quaint monuments). *New Hall*, 1¼ m. S.E., is a moated mansion dating in part from the 13th century. *Sutton Park* (2090 acres), though marred by the railway, is very picturesque (always open; adm. 2*d*., motors 6*d*. & 1/; fine hollies). At (10¾ m.) *Blake Street* we enter *Staffordshire* (p. 244). — 16¼ m. *Lichfield* see p. 244.

FROM BIRMINGHAM TO DERBY, 41 m., M.R. in 1–2 hrs. (5/8, 3/3). — Leaving New Street Station, the train passes through the suburb of *Saltley* and runs E. At (5¼ m.) *Castle Bromwich* diverges a line for *Sutton Coldfield* (see above), *Walsall* (see above), and *Wolverhampton* (p. 224). — About 1 m. S. of (9 m.) *Forge Mills* is *Coleshill*, the Dec. and Perp. church of which has a fine spire (rebuilt 1887) and good monuments. — 10¼ m. *Whitacre* is the junction of a line to *Nuneaton* and *Leicester* (see p. 358). *Maxstoke Castle* (shown on 1st and 3rd Thurs., 3–5 p.m.), 1⅛ m. S., is a fortified mansion of the 14th cent., with a moat. About 2 m. farther on are the ruins of *Maxstoke Priory* (14th cent.), now partly incorporated in a farmhouse. — Our line turns N. and parallels the *Tame* (l.). At (19¼ m.) **Tamworth** (p. 244) we cross the L. & N.W.R. — The church at (21½ m.) *Elford* is famous for its monuments (14–16th cent.). We are joined (l.) by the line from Lichfield (p. 361). — 26¼ m. *Barton & Walton*.

30 m. **Burton-upon-Trent** (*Rfmts.*; *Queen's*; *White Hart*; *Station*; *George*), the metropolis of brewing (48,266 inhab.), is situated on the left bank of the *Trent*. It still preserves the very scanty remains of an 11th cent. *Abbey*, while its association with beer goes back for centuries. Its sixteen breweries produce about 3,000,000 barrels of beer annually, made with water from deep wells in the gravel beds above the town. About half of this is the output of *Bass & Co.* (established 1777), whose breweries occupy 750 acres of ground and pay £600 000 in annua

CENTRAL BIRMINGHAM
Scale of ¼ Mile
Scale of Metres
0 100 200 400
A
B
C
D
1
2
3
4
5
6
Mint
Public Baths
Fire Sta.
Museum
Schools
Ch.
Sch.
Hospital
Wharf
Canal
Bridge
Locks
Tunnel
Basin
Engine Ho.
Flour Mills
Baths
Hall
Pol. Sta.
Fire Sta.
Public Baths
Museum
Library
Theatre
Post Office
Law Courts
Town Hall
Council House
Art Gallery
Museum
Free Library
Market
Cattle Market
Wholesale Fruit Market
Wholesale Meat Market
Wholesale Vegetable Market
Fish Market
Corn Exchange
Cemetery
Gas Works
Goods Depot
Goods Station
Railway Station
Tramway Depot
Tramway Terminus
Omnibus Station
Cab Stand
Public Conveniences
Fountain
Statue
Monument
Obelisk
Memorial
Drinking Fountain
Recreation Ground
Bowling Green
Tennis Courts
Cricket Ground
Football Ground
Swimming Baths
Gymnasium
Boys' Club
Girls' Club
Working Men's Club
Institute
Orphanage
Workhouse
Infirmary
Dispensary
Asylum
Prison
Barracks
Drill Hall
Synagogue
Mosque
Temple
Church
Chapel
Mission
Vicarage
Rectory
Presbytery
Convent
Monastery
Manse
Parsonage
Almshouses
Hospital
Nursing Home
Maternity Hospital
Children's Hospital
Eye Hospital
Ear Hospital
Throat Hospital
Skin Hospital
Cancer Hospital
Tuberculosis Hospital
Isolation Hospital
Fever Hospital
Smallpox Hospital
Quarantine Station
Mortuary
Coroner's Court
Police Station
Police Court
Magistrates' Court
Sessions House
Assize Court
Crown Court
County Court
Bankruptcy Court
Probate Registry
Land Registry
Inland Revenue
Customs House
Excise Office
Post Office
Telegraph Office
Telephone Exchange
Radio Station
Television Station
Meteorological Station
Observatory
Lighthouse
Lightship
Buoy
Beacon
Signal Box
Signal Tower
Level Crossing
Footbridge
Subway
Viaduct
Aqueduct
Weir
Sluice
Dam
Reservoir
Water Tower
Gasholder
Oil Tank
Petrol Station
Garage
Car Park
Bus Station
Coach Station
Airport
Heliport
Seaplane Base
Ferry
Pier
Jetty
Quay
Dock
Graving Dock
Floating Dock
Slipway
Boatyard
Marina
Yacht Club
Rowing Club
Sailing Club
Golf Course
Golf Club
Racecourse
Racing Stables
Kennels
Zoo
Aquarium
Botanical Garden
Arboretum
Nursery
Greenhouse
Conservatory
Orangery
Palm House
Tropical House
Cactus House
Orchid House
Fernery
Rockery
Pond
Lake

duty. The steam cooperage is interesting. Next in size are the works of *Allsopp & Co.* Visitors are usually admitted on application. About 8000 men in all are employed in the trade. — From Burton railways run N.W. viâ *Tutbury* and the *Potteries* to *Crewe* (see p. 361), and S.E. to *Ashby* and *Leicester* (see p. 357). To *Nuneaton*, see p. 243.

Beyond Burton our line runs parallel with the *Icknield Way*, about 1–2 m. to the left. We cross the *Dove*. — 34¾ m. *Repton & Willington.* Repton School, founded in 1557 and attended by 400 boys, is approached by the old gateway of a priory of Black Canons, parts of which are preserved. The handsome modern buildings are by Blomfield (1886). St. Wystan's Church, with a lofty spire (210 ft.), has a 10th cent. chancel, below which and reached by two coeval staircases is a small crypt believed to go back to the 7th century. — 41 m. *Derby*, see p. 359.

From Birmingham to *Warwick*, *Leamington*, *Coventry*, and *London*, see Rte. 44; to *Wolverhampton*, *Shrewsbury*, and *Chester*, see Rte. 32; to *Oxford*, see p. 320; to *Worcester*, *Cheltenham*, and *Bristol*, see p. 142; to *Leicester*, see p. 358.

46. THE SHAKESPEARE COUNTRY.

The three chief centres of the 'Shakespeare Country,' all affording comfortable accommodation and plentiful means of communication, are *Leamington*, *Warwick*, and *Stratford-on-Avon* itself. Leamington offers the entertainments of a fashionable watering-place to fill up the hours not devoted to literary exploration; Warwick, only 2 m. from Leamington, has the abiding presence of what Sir Walter Scott describes as the "fairest monument of ancient and chivalrous splendour which yet remains uninjured by time"; and Stratford has the merit of being the very heart and focus of the Shakespearian associations. All three are surrounded by charming country.

Railway Approaches. From London *Stratford* (102¾ m.; 16/, 8/5)is reached by the G.W.R. (Paddington Station) viâ Banbury and Hatton (p. 329) or viâ Honeybourne (p. 323) in 2¾–4¾ hrs.; by the G.C.R. (Marylebone Station; 93 m.) viâ Woodford in 2¼–3¾ hrs. (comp. pp. 362–364, 238); by the L. & N.W.R. (Euston Station; 101 m.) viâ Blisworth in 3¾–4¾ hrs. (p. 238). In summer all these companies organize 'day excursions' from London to the Shakespeare Country (inclusive fare c. 12/6), and similar arrangements are made by the tourist agencies (comp. p. 4). — From Oxford, viâ Honeybourne, see Rte. 43. — From Birmingham, see p. 336. — From Cheltenham, viâ Honeybourne, see p. 260. — From Warwick, see p. 342. — From Leamington, see pp. 329, 342. — Travellers from Liverpool or Manchester reach Stratford viâ Birmingham.

Leamington is reached from London (14/6, 7/3½) either by the G.W.R. (Rte. 44B; 87½ m., 2–3½ hrs.) or by the L. & N.W.R. (92½ m., 2¾–4 hrs.) viâ Rugby (p. 242). The times and fares (15/, 7/5½) to *Warwick* are just a shade more; its station on the L. & N.W.R. is at *Milverton* (p. 340). Both are easily reached from *Oxford* (p. 320), *Birmingham* (p. 329), *Coventry* (p. 339), and points to the N., N.W., W., and S.W. Cheap excursions from Birmingham and Coventry are frequent in summer.

For the **Motor Route** from London or Birmingham, see p. 324.

A. LEAMINGTON AND KENILWORTH.

LEAMINGTON, or *Royal Leamington Spa*, a fashionable inland watering-place and residential resort (26,713 inhab.), is situated on the *Leam*, an affluent of the Avon. Its chalybeate, saline, and sulphurous springs first attracted attention at the end of the 18th cent. and the first bath was opened in 1786, but its real prosperity dates from about 1840, when Dr.

Jephson was the leading physician. Leamington is also an educational and a hunting centre.

Railway Stations. *Great Western* (Rfmts.), Old Warwick Road, and *Avenue Station* (L. & N.W.R.), close to each other, on the S. side of the town.

Hotels. REGENT, on the Public Promenade, with gardens, R. from 5/6, L. 3/, D. 5/6; MANOR HOUSE, Avenue Road, near the stations, with grounds; CLARENDON, near the Pump Room, R. from 4/, pens. from 10/6; CROWN, R. from 4/, D. 4/6, pens. from 9/; BATH; GUERNSEY (temp.). — Numerous *Private Hotels, Boarding Houses,* and *Apartments.*

Cabs. Per mile, 1–2 pers. 1/, 3–5 pers. 1/6; per hr. 2/6, each addit. ½ hr. 1/; each piece of luggage carried outside 2*d.* — TRAMWAY to *Milverton* (2*d.*) and (2 m.) *Warwick* (3*d.*). — OMNIBUSES run to *Warwick* (5*d.*), *Kenilworth* (8*d.*), *Coventry* (1/2), *Stratford-on-Avon* (2/4), etc. — EXCURSION COACHES ply in summer to *Kenilworth, Stratford, Oxford, Coventry,* and other points.

Boats on the Leam may be hired at the *Adelaide Bridge Boating Stage* and at the *Mill Gardens* (1/–2/ per hr.).

Theatre. Regent Grove. — *Concerts* in the Pump Room. — *Band* in the Jephson Gardens and the Pump Room Gardens.

In the middle of the town, a little N. of the stations, the Leam is crossed by the *Victoria Bridge*, just N. of which are the gardens of the *Royal Pump Room & Baths* (incl. swimming basins). To the E. extend the attractive *Jephson Gardens.* In the Parade, a little farther to the N., is the *Town Hall*, a Renaissance edifice with a bell-tower. About ½ m. to the N. of this, in Binswood Avenue, is *Leamington College.* — On the other (S.) side of the river, near the bridge, is the modernized parish church of *All Saints.* Close by, in Bath St., is the *Old Well*, enclosed in the *Earl of Aylesford's Pump Room.* There is a *Saline Fountain* (free) at the foot of Bath St., under the railway arch. The *New River Walk* skirts the Leam for ¾ m. — The distinguished visitors to Leamington include Nathaniel Hawthorne, who wrote some of his English Notes at No. 10 Lansdowne Circus (N.E. of the Town Hall), and Mr. Dombey, who was here presented by Major Bagstock to Mrs. Skewton and Edith Granger.

On the Lillington road, just N. of Leamington, is a huge and venerable oak-tree (railed in) which local patriotism regards as the 'Centre of England.'

The following places of interest are within a radius of 5 m. from Leamington: *Warwick* (p. 339), 2 m. W.; *Kenilworth* (see below), 4½ m. N.; *Guy's Cliffe* (p. 342), 2 m. N.W.; *Stoneleigh Abbey* (p. 339), 3½ m. N.E.; *Offchurch* (3 m. N.E.), with a 13th cent. church with Norman details and a Tudor manor-house (*Offchurch Bury*); *Chesterton* (4½ m. S.E.), with a fine Perp. church (monuments of the Peyto family). A somewhat wider range takes in *Stratford-on-Avon* (p. 342), 9½ m. S.W.; *Charlecote* (p. 342), 7 m. S.W.; *Compton Verney* (p. 238), 9 m. S.; *Compton Wynyates* (p. 323), 16 m. S.; *Edge Hill* (p. 238), 12 m. S.; *Coventry* (p. 325), 9 m. N.

FROM LEAMINGTON TO KENILWORTH BY ROAD (4½ m.; motor-car there and back 12/6–15/, carr.-&-pair 20/, one-horse carr. 10/6), preferable to the railway (p. 339). The excursion may be arranged so as to include Stoneleigh Abbey in going and Guy's Cliffe in returning (c. 15 m. in all; fares c. one-fifth higher). The direct road, beginning at Beauchamp Sq., leads N. for 1½ m. and then inclines N.W. To the right is *Blakedown Manor.* About 1 m. farther on a road diverges on the right for *Aston* and (2 m.) Stoneleigh Abbey (p. 339). In 1 m. more we pass under the railway and reach *Castle End*, an outlying part of Kenilworth. The castle is about 1 m. N.W. (l.).

Kenilworth (Abbey Hotel, R. from 4/6, D. 5/; King's Arms; Heathfield

House, Waverley, boarding-houses) is a small town (5776 inhab.) with the scanty remains of an old priory (12th cent.) and a fine Norman door (inserted) in the tower of its much-restored church. Its widespread fame is mainly due to Sir Walter Scott's romance, the first design of which is said to have been made in 1815 in a room shown at the King's Arms. ***Kenilworth Castle** (adm. 6*d.*; closed on Sun.), the stately bulk of which will hardly disappoint the expectations of the visitor, was founded, soon after 1120, by Geoffrey de Clinton, Treasurer of England, and the keep was probably erected by his son. Henry II, John, and Henry III visited and strengthened it. In 1254 it was granted to Simon de Montfort, and in 1266 it was taken by Henry III's forces after a siege of six months. Its possession then oscillated between the house of Lancaster and the Crown. John of Gaunt added the Strong Tower, the Banqueting Hall, the White Hall, and the tower still bearing his name (1362 et seq.). From 1399 the castle continued to be a royal fortress until 1562, when Queen Elizabeth conferred it on Robert Dudley, Earl of Leicester. He greatly enlarged the building and entertained his sovereign here in 1566, 1568, 1572, and 1575, the lavish pageants of the last year being those so graphically described by Scott. The process of destruction was begun by Col. Hawkesworth and the other Cromwellian officers to whom the pile was awarded in 1648. On the Restoration it passed into the hands of Lord Hyde, with whose descendants, the Earls of Clarendon, it still remains.

Visitors enter the base-court or Outer Ward by a small gate on the N. side near *Leicester's Gatehouse* (1570), the only part of the building still habitable. To the left as we advance are *Leicester's Stables*, and *Lunn's*, the *Water*, and *Mortimer's Towers*. On the other side are the main buildings enclosing the Inner Court. To the right of the entrance to this is the so-called *Cæsar's Tower*, a massive Norman keep (c. 1180), with walls 13–14 ft. thick. It had at least two floors. Adjoining this on the same side are the scanty remains of the *Kitchens*, beyond which is the *Strong Tower* (c. 1390), the 'Mervyn Tower' of Scott, with 'Amy Robsart's room. The W. side of the Inner Court is occupied by the *Great Hall* (90 ft.×45 ft.), of the early Perp. period, with a fine oriel at its S.W. end. On the S. side of the court are the *White Hall*, the *Presence Chamber*, and the *Privy Chamber*, terminating John of Gaunt's work. In the S.E. angle are *Leicester's Buildings*, occupying the site of what was once the inner moat and containing the rooms occupied by Queen Elizabeth in 1575. *Henry VIII's Lodgings*, on the E. side, have practically disappeared. The *Garden* was on the N. side of the keep, and to the W. of it were the *Pleasance* and the *Swan Tower*, near which Amy Robsart was discovered by the Queen. Between Mortimer's Tower (see above) and the *Gallery Tower* is a causeway, 150 yds. long, which served as a tilt-yard and also as a dam for the artificial *Lake* which defended the S. and W. sides of the castle. This lake was drained by Col. Hawkesworth, and the *Moat* also is now dry.

About 3 m. E. of Kenilworth and 4½ m. N. of Leamington is **Stoneleigh Abbey** (Lord Leigh), a palatial Italianate edifice, incorporating some Jacobean details. Some Norman doorways (fine mouldings) of the original Cistercian monastery (1154) on this site still exist; also the old gatehouse and other 14th cent. remains. The house contains some good pictures and fine oak wainscoting (adm. on special application only). The park (open on Thurs. & Sat.; no motors) is famous for its oaks (one 36 ft. in girth). The church of *Stoneleigh* has a Norman font and many Leigh monuments. Sir Henry Parkes (1815–96), 'Father of the Australian Commonwealth,' was born at Stoneleigh.

From Leamington to Coventry, 9½ m., L. & N.W.R. in 20–25 min. Trains start from the Avenue Station. — 1 m. *Warwick* Milverton Station; p. 340). — 4½ m. *Kenilworth* (station ¾ m. from the castle, see above), where a branch diverges for Berkswell on the Birmingham line (p. 327). — 9½ m. *Coventry* (p. 325).

B. WARWICK.

WARWICK, an ancient county town (11,858 inhab.), is situated on a rocky hill on the N. side of the *Avon*. Probably of British origin and possibly a Roman settlement, its history practically begins in 915 with the erection of Ethelfleda's

castle (p. 341). The best general view of the town, which contains many quaint old houses, is obtained in approaching by the lower road from Leamington and from the stone bridge (span of 105 ft. ; 1790).

Railway Stations. *G.W.R. Station* (Rfmts.), Coventry Road ; *L. & N.W.R. Station*, Milverton, ¾ m. W. of the town.

Hotels. Woolpack, R. from 4/6, L. 3/, D. 4/6 ; Warwick Arms ; Crown, R. from 3/6, D. from 4/ ; Aylesford (private), R. & B. 5/6, pens. 42/ ; Bowling Green Inn, unpretending ; Dale (temp.). — *Boarding Houses.*

Cabs 1/ per mile, each addit. ½ m. 6*d.* ; with two horses 1/6 and 9*d.* — Tramway to *Milverton* (2*d.*) and *Leamington* (3*d.*). — Omnibuses to *Leamington* (5*d.*), *Kenilworth* (1/), *Stratford-on-Avon* (1/5), etc.

Racecourse to the W. of the town ; steeplechases in Feb., flat races in April, Sept., and November.

From the G.W.R. station we proceed towards the centre of the town viâ the Coventry Road. At the point where it joins St. John's St., to the left, is the house known as *St. John's Hospital*, a picturesque 17th cent. erection on an older foundation.

Priory Road, to the right, leads to the grounds of *The Priory*, a mansion of 1556 (with alterations), erected on the site of the priory of St. Sepulchre (12th cent.).

St. John's St. is continued by Smith St., leading to the *East Gate* (a relic of the old wall), and this is prolonged by Jury St. To the right is Church St., leading to the church of **St. Mary,** a large structure, the tower, nave, transepts, and aisles of which were rebuilt after a great fire in 1694, which destroyed also 250 houses. The rebuilt portion displays an incongruous mixture of designs. The tower (174 ft. high) is in three stages (adm. 2*d.* ; view).

The W. part of the Interior (open till 4 ; adm. to chancel, chapter-house, crypt, and Beauchamp Chapel 6*d*) has no special features. Near the entrance is a bust of *Walter Savage Landor* (d. 1864), born at Warwick in 1775. The *Chancel*, dating from 1394, is lofty and imposing. In the centre is a high tomb with recumbent effigies of Thomas Beauchamp, Earl of Warwick (d. 1369), the founder of the choir, and his countess — a work that need not fear comparison with contemporary Italian sculpture. In front of the altar is a brass to Cecilia Puckering (d. 1636), with an anagram on her name. To the N. of the choir is the former *Chapter House*, containing the ponderous tomb of Fulke Greville, Lord Brooke, who was assassinated in 1628. In the Norman *Crypt*, reached by a door on the N. side of the chancel, is one of the few cucking-stools known in England.

To the S. of the choir is the ***Beauchamp Chapel,** a wonderful example of the florid Perp. style of its period (1443–64). The Bear and the Ragged Staff, the cognizance of the Warwicks, are much in evidence in the decoration. In the centre is the tomb of the founder, Richard Beauchamp, Earl of Warwick (d. 1439), with a brass effigy surmounted by a herse of rare design. By the N. wall is the gorgeously painted monument of Robert Dudley, Earl of Leicester (d. 1588), and his wife Lettice (d. 1634). By the S. wall is the tomb of Robert Dudley (d. 1584), his infant son. To the S.W. of the founder's tomb is the altar-tomb of Ambrose Dudley, 'the good Earl of Warwick' (d. 1590).

In the market-place, a little to the W. of St. Mary's, is the old *Market Hall*, now used as a *Museum* of natural history and archæology (British birds, good fossils ; open 11 to 4 or 5 ; adm. 3*d.*).

Returning to the main thoroughfare, we follow the High St., which ends at the *West Gate* (12th cent. ; tower of 16th cent.). To the right (close to the gate) is *Lord Leycester's Hospital, a fine example of half-timbered architecture (late

14th cent.), converted by the Earl of Leicester in 1571 into an asylum for 12 poor brethren (open all day ; adm. 6*d*.). It is most picturesque from the court.

Among the features of interest in the interior are the Spanish chestnut beams of the hall (now partitioned), the old armour in the kitchen or common room, part of a curtain said to have been worked by Amy Robsart, and a 'Saxon' chair, in which James I sat in 1617. The brethren, who wear a blue gown on state occasions, still retain the original silver badges of 1571.

To reach ***Warwick Castle,** which stands on the S. side of the town, overlooking the Avon, we return to the East Gate and follow Castle Hill, to the right. It is shown to visitors from 10 to 4.30 or 5.30; tickets (2/) are obtained at No. 7 Mill St., close to the lodge. The castle may be said to represent the transition period, when the formidable but dreary strongholds of early times were gradually being replaced by the more domestic type of fortified house. The exterior, with its embattled walls and machicolated towers, is a noble example of the fortifications of the 14th cent., whilst the interior is a magnificent mansion designed for domestic comfort in the 17th century.

It seems reasonably certain that Ethelfleda, daughter of Alfred the Great, erected a fortress of some kind here about 915, though the mound to the W. of the castle is probably a Norman mote-hill. The fortress was strengthened by Earl Turchil at the behest of William the Conqueror. The outer walls were rebuilt and strong towers and gateways erected in the 14th century. Large sums were expended by Fulke Greville (early 17th cent.) in repairing it and making it "the most princely seat within these midland parts of the realm." During the Civil War it was regarded as of great importance, and in 1642 it made a successful defence against the Royalists. The restorations made after a disastrous fire in 1871 were in harmony with the old style of the building. The best *View is obtained from the river-side or bridge. — Comp. 'Warwick Castle and its Earls,' by the *Countess of Warwick* (1903).

From the *Porter's Lodge* (1800) a winding approach, cut in the solid rock for over 100 yds., leads to the *Outer Court* and the *Double Gateway* (portcullis) between the massive *Cæsar's Tower* (l.; 106 ft.) and *Guy's Tower* (r.; 93 ft., though apparently the higher). Under the former is a dungeon. We now find ourselves in the well-turfed ***Inner Court*, with the *Bear* and *Clarence Towers* on the right, a castle-mound (see above) in front, and the domestic buildings on the left.

The *Great Hall* is the finest of the series of communicating rooms overlooking the river (over 330 ft. in total length; views). It contains a good collection of arms and armour, including a helmet worn by Cromwell, the armour of Lord Brooke (killed at Lichfield in 1643; p. 245), and the (apocryphal) armour and porridge pot of Guy of Warwick (p. 342). The other rooms shown contain interesting paintings, sculpture, furniture, china, and curiosities. Among the paintings are many portraits by Rubens (Loyola, in the *Gilt Drawing Room*), Van Dyck (Charles I, in the *Great Dining Room*; Graham, Marquis of Montrose, in the *Cedar Drawing Room*), Holbein (*Boudoir*), and Lely, a portrait of Gondomar by Velazquez (*Red Drawing Room*), and the Countess of Warwick by Sargent (*Cedar Drawing Room*). Other noteworthy objects are a mosaic table of Marie Antoinette in the Red Drawing Room, the chimney-piece of the Cedar Drawing Room, and the Venetian inlaid table in the Gilt Drawing Room. The *Shakespeare Room* (not generally shown) contains some interesting Shakespeariana. In the *Chapel* is an Assumption by Raphael. The *Armoury Passage* contains a fine collection of armour. In the *Gardens*, reached from the N. side of the Inner Court, is a greenhouse containing the *Warwick Vase (5½ ft. high), found in Hadrian's Villa at Tivoli and believed to be a Roman work of Hadrian's time.

The extensive and attractive *Park*, through which the Avon runs possesses many fine trees.

The *King's Grammar School* of Warwick, now in new buildings at *Myton*, to the E. of the town, claims a continuous existence since the time of Edward the Confessor (d. 1066).

Warwick may naturally be made the starting-point for the excursions mentioned under Leamington (see p. 338).

The road to *Kenilworth* (and Coventry) leads N. to (1¼ m.) ***Guy's Cliffe** (1½ m. from Leamington; Lord Algernon Percy), a house of no great architectural significance but most romantically situated on rocks rising from a pool of the Avon (grounds open on written application only). Here, says legend, Guy, Earl of Warwick, lived the life of a hermit after slaying the Dun Cow and the giant Colbrand, and performing heroic deeds in the Holy Land. A small chantry was established at Guy's Cliffe in the 15th cent., and John Rous, the antiquary, one of its first priests, here compiled his famous 'Roll of the Earls of Warwick.' There are numerous curious excavations in the courtyard (l.), and beyond the house are Guy's Cave and the Chapel of St. Mary Magdalen, the latter containing a mutilated figure of the hero (14th cent.). The house, built mainly by Samuel Greatheed in the 18th cent., contains some Dutch works and a few interesting paintings by Bertie Greatheed, who died in 1804 at the age of 22 (e.g. the 'Cave of Despair'). In the hall is a bust of Mrs. Siddons, who lived here in 1773 as companion to Lady Mary Greatheed. Not far from the house is the picturesque '*Saxon Mill*,' often painted by David Cox and others. — To the left, a little farther on, rises *Blacklow Hill*, with a monument marking the spot where Piers Gaveston, the haughty favourite of Edward II, was beheaded in 1312 by "barons lawless as himself." — 1 m. *Wootton Court* (l.); ½ m. *Leek Wootton*. We join the route from Leamington at (1 m.) *Castle End* (see p. 338).

From Warwick to *Stratford-on-Avon* the Railway (13 m.) passes (4 m.) *Hatton* (p. 329). *Bearley* (9 m.; junction of a line to Alcester, p. 143), and (10½ m.) *Wilmcote*, birthplace of Mary Arden, Shakespeare's mother. — The direct distance by Road (viâ *Snitterfield*, p. 343) is 8 m., but the route usually followed by tourists is 1½–2 m. longer (motor-car or carr. 12/–20/, motor-brake 2/6). This route, beginning at the West Gate, at first follows the right bank of the *Avon*, and keeps to the left at (1½ m.) *Longbridge*, passing within sight of the modern church of *Sherborne* (r.). At (1½ m.) *Barford* we cross to the left bank of the Avon. 1 m. *Wasperton* has a rebuilt church and an old hexagonal dovecote. At (¾ m.) the fork we keep to the right. — ¾ m. *Charlecote* has a rebuilt church, incorporated in which is the old Lucy Chapel, with three handsome monuments of members of the Lucy family (17th cent.). The road now skirts the E. and S. sides of *Charlecote Park* (no adm.), containing the noble Elizabethan mansion (1558; modernized) of the Lucys (fine gatehouse; good pictures and furniture; Shakespearian relics). The tradition that the youthful Shakespeare was arrested for killing deer in Charlecote Park and brought before Sir Thomas Lucy (caricatured in 'Justice Shallow') is accepted as credible by the poet's latest biographer, Sir Sidney Lee. 1 m. Lodge at S.W. corner of Charlecote Park. 1 m. *Alveston*, a pretty village on the Avon, to the right. ¾ m. *Tiddington*, with picturesque cottages. 1½ m. *Stratford-on-Avon*, see below.

From Warwick to *Birmingham*, see p. 329; to *Coventry*, see p. 339.

C. STRATFORD-ON-AVON.

STRATFORD-ON-AVON, a prosperous market town (8531 inhab.) of great antiquity, is pleasantly situated, mainly on the right (W.) bank of the Avon. It owes its present prosperity largely to the fact that Shakespeare was born here in 1564. Prior to 1769, when Garrick held the first Jubilee, little interest seems to have been taken in the town on this account, but now reminiscences and memorials of the dramatist meet one at every stride. It "stands in the position of an ancient shrine, drawing a pilgrimage of modern origin." Over 40,000 travellers visit the birth-house every year. The

wide streets contain many picturesque houses. Stratford still retains its ancient 'mop' or fair (Oct. 12th), when oxen and pigs are roasted in the streets.

Railway Stations (*Rfmts.* at both). *Stratford-on-Avon & Midland Junction* (Pl. F 2), used by the G.C.R. and L. & N.W.R.: trains from London viâ Woodford and Blisworth, etc. — *Great Western Station* (Pl. C 1), Alcester Road, for trains to Paddington, Oxford, Birmingham, Warwick, Cheltenham, etc.

Hotels. SHAKESPEARE (Pl. a; D 3), with rooms named after Shakespeare's plays, R. 5/6, L. 3/6, D. 5/, pens. from 10/6; RED HORSE (Pl. b; C 3), 'Washington Irving's Hotel'; GOLDEN LION (Pl. c; C 3) FALCON (Pl. d; D 2); FOUNTAIN (Pl. e; C 2), temperance, pens. from 9/6. — Numerous *Boarding Houses.*

Omnibuses ply to *Warwick*, etc. (see p. 342), *Shipston-on-Stour* (1/2), *Henley-in-Arden* (11*d.*), *Birmingham*, etc. — Small STEAMERS, starting at the Bancroft Gardens (Pl. D 4), make trips on the Avon (fares 6*d.* & 1/), and *Pleasure Boats* may be hired.

John Shakespeare, the son of Richard Shakespeare, a small farmer at *Snitterfield* (p. 346), and father of the poet, settled in Stratford c. 1551. According to varying accounts he was a glover, a woolstapler, a butcher and a corn merchant, carrying on business in Henley St. In 1557 he married Mary, youngest daughter of Robert Arden, a substantial yeoman of *Wilmcote* (p. 342). In 1565 he became an Alderman, in 1568 High Bailiff. WILLIAM SHAKESPEARE, his third child and eldest son, was born on April 23rd, 1564. Shakespeare is believed to have learned his "small Latin and less Greek" at the Grammar School between 1571 and 1577, and he seems to have married Anne Hathaway in 1582. There were three children of this union, Susanna (b. 1583) and the twins Hamnet and Judith (b. 1585). Shakespeare went to London soon after his marriage. The exact date of his return is not known, but it is probable that he attended Hamnet's funeral in 1596. Thenceforward his relations with his native town were uninterrupted, and he was always formally described as 'of Stratford-on-Avon, gentleman.' He bought New Place in 1597, and in later days acquired considerable property in and near the town. He retired to live at Stratford in 1611, and died there on April 23rd, 1616. His wife survived him seven and a half years. Both his daughters married, but Susanna's (Mrs. Hall's) only child (first Mrs. Nash and afterwards Lady Bernard) died childless, and the three children of Judith (Mrs. Thomas Quiney) all predeceased their mother. — Comp. 'Life of William Shakespeare,' by *Sir Sidney Lee* (1915).

***Shakespeare's House** (Pl. C 3), where the poet was born, consists of two tenements now forming a detached building on the N. side of Henley St., near the centre of the town. In 1847 this double house was purchased by public subscription as a national memorial of the poet and was vested in trustees. The W. house (indicated by hoary tradition as the actual birthplace) was left unfurnished and the E. house fitted up as a museum and library; and in 1857–58 the double house was carefully repaired and restored to its original state. "Much of the Elizabethan timber and stonework survives, but a cellar under the 'birthplace' is the only portion which remains as it was at the date of the poet's birth" (Lee). The house is open on week-days from 9 a.m. to 6 p.m. or sunset (adm. 1/).

Shakespeare inherited the double house on the death of his father, but left it to the occupation of his mother and sister. On the death of the latter in 1646 it passed to Mrs. Hall (see above). Lady Bernard (see above) bequeathed it to Thomas Hart, grand-nephew of the poet, and it remained with his family till 1806. The W. house was at one time used as a butcher's shop, and the E. house was long an inn ('Maiden Head,' then 'Swan & Maiden Head').

The door of the W. house or birthplace opens into the living-room

and at the back are the kitchen and two other smaller rooms. Below is a small cellar (see p. 343). An oak staircase ascends to the *Birth Room*, which faces the street. Its walls are covered with the signatures of visitors, including those of Edmund Kean, Thackeray, Dickens, and Browning; scratched on the window-panes are those of Walter Scott and Carlyle. In the back-room is the so-called 'Stratford Portrait' of Shakespeare, believed by Sir Sidney Lee to have been painted from the effigy in the church (p. 345) in the 18th century. — The E. house is devoted to a *Shakespeare Museum* (containing documents, portraits, engravings, and other relics) and the *Library*. Downstairs are the MSS., including a letter from Richard Quiney, the only extant letter addressed to Shakespeare (1598). Upstairs are the early folio and quarto editions of the poet's works, the Ely Palace portrait, and a number of rare books of Shakespeare's era which there is reason to believe he read, as well as early volumes making reference to him and his work (catalogue 1/). — The *Garden*, at the back, contains flowers, shrubs, and trees mentioned in the plays.

The two coeval houses to the S. of the birthplace, given by Mr. Andrew Carnegie in 1903, now serve as the office of the trustees.

Henley St. ends, on the S.E., at *High Street* (Pl. C, D 3), where, at the corner of Bridge St. (l.), stands the *Quiney House*, long occupied by Judith Shakespeare (p. 343) with her vintner-husband Thomas Quiney. On the other side of the street (farther on) is *Harvard House*, a half-timbered edifice of 1596, so called as the birthplace of Katharine Rogers, who married John Harvard and became the mother of the founder of Harvard University. It was restored under the supervision of Miss Marie Corelli and presented to the University by Mr. Edward Morris in 1909, to serve as a rendezvous for American visitors to Stratford (adm. 6*d.*; members of Harvard University free). — *Tudor House* (r.), at the corner of Ely St., is a pretty half-timbered dwelling (judiciously restored).

High St. is continued by Chapel St., at the corner of which (l.) is the *Town Hall* (Pl. D 3; 1767), containing portraits of Shakespeare (by Wilson), Garrick (by Gainsborough), the third Duke of Dorset by Romney, and a group by Hogarth. The statue of Shakespeare in a niche on the N. front was presented by Garrick in 1769 (see p. 342). — At the end of Chapel St., also to the left, is the **New Place Estate** (Pl. D 3), which includes the vacant site of Shakespeare's New Place and its garden and Nash's House.

The original **New Place**, the largest house in Stratford, was built by Sir Hugh Clopton c. 1483. Shakespeare bought it in 1597 (see p. 343), and here he died. In 1756 it came into the possession of the Rev. Francis Gastrell, who tore it down in 1759 on account of a quarrel about assessment, thereafter leaving the town "amidst the rages and curses of the inhabitants." — **Nash's House**, next door, inherited by Shakespeare's granddaughter from Thomas Nash, her first husband, was restored in 1912 to its 16th cent. condition. It is now known as the *New Place Museum* and contains relics of the poet's demolished residence, of Garrick, and of the Shakespeare Jubilee of 1769, etc. (9 till 6 or sunset; adm. 6*d.*). Through it we obtain access to the site of New Place, containing the foundations of Shakespeare's house. The *Poet's Great Garden* (entr. in Chapel Lane) is now open to the public; in the central lawn is a mulberry tree, grown from a slip of a tree planted by Shakespeare and cut down by the irritable Gastrell in 1758.

Opposite New Place, at the corner of Chapel Lane and Church St., is the *Guild Chapel* (Pl. D 3), the chancel of which dates from the 14th, and the nave from the late 15th

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century. Adjoining this, in Church St., is the *Guildhall* (Pl. D 2, 3), a half-timbered edifice of the 13th cent., considerably altered in the 15th. It is usually assumed that the poet's interest in the theatre may have been first aroused by the performances of strolling players here. The upper story (judiciously restored) is the *Grammar School* in which Shakespeare was educated (adm. 6*d*.).

A scheme is now on foot to erect large new buildings for the school, at which scholarships, to be founded by and named after American universities, will be held by American boys. — Flight-Lieut. Warneford, V.C. (d. 1915), the first airman to destroy a zeppelin (at Bruges; June, 1915), was a pupil of the school.

From the end of Church St. we follow the *Old Town* (Pl. E 2) to the left, passing (l.) *Hall's Croft*, an old house (Jacobean staircase) said to have belonged to Shakespeare's son-in-law, Dr. John Hall (comp. p. 343). Near the end of this road, delightfully situated amid lime-trees on the bank of the Avon, is ***Holy Trinity Church** (Pl. E 3; adm. 6*d*.), a cruciform edifice (restored) with an E.E. nave, N. aisle, tower (13th cent.), and transepts, a Dec. clerestory and S. aisle (1332), and a Perp. porch and chancel (15th cent.). The spire was erected in 1763 in place of a wooden one.

The **Interior** is imposing and contains many monuments that deserve more attention than the Shakespearian pilgrim is usually willing to divert from the GRAVE OF SHAKESPEARE, who lies on the N. side of the chancel, covered by a slab with a doggerel inscription popularly ascribed to the poet himself. On the wall is his monument, consisting of a bust under an arch with two Corinthian columns of black marble, supporting a cornice and entablature. The monument, the colouring of which has been reproduced, was executed, soon after Shakespeare's death, by Garret (Gerard) Johnson of Southwark. The bust has little merit as a work of art and probably not much more as a portrait. The author of the epitaph is unknown. "Whatever their defects of style, the lines presented Shakespeare to his fellow-townsmen as the greatest man of letters of his time" (Lee). The adjacent window, representing the Seven Ages of Man, was erected by American admirers (1885). Close to the poet's grave are those of his wife, his daughter Susanna ("witty above her sexe") with her husband and child, and Thomas Nash, first husband of the last (comp. p. 344). [Judith Shakespeare was buried in the churchyard, without a stone; the exact spot of Hamnet's grave is unknown; Lady Bernard is buried at Abington, p. 240.] The chancel contains also the tombs of its builder, Dean Balshall (d. 1491), and of Shakespeare's friend John Combe (d. 1614). — In the S. transept is another American window (1896), including representations of Amerigo Vespucci, Columbus, Penn, Bp. Seabury of Connecticut, and the Landing of the Pilgrim Fathers. — The *Clopton Chapel* (formerly the Lady Chapel), at the E. end of the N. aisle, contains monuments of the Cloptons (p. 344). — At the W. end of the N. aisle are the font in which Shakespeare was christened, and a case with the registers showing the entries of his birth and baptism. — The *Pulpit* (nave), erected by Sir Theodore Martin (1816–1909) in memory of his wife, Helen Faucit (d. 1898), the actress, bears a portrait of her as St. Helena.

Likewise on the Avon, fully ¼ m. N. of the church, is the **Shakespeare Memorial** (Pl. D 3, 4), a somewhat showy building of red brick and stone, erected in 1877–79. The tower (120 ft.) commands an admirable view of Stratford.

The Memorial includes a *Theatre*, in which festival performances of Shakespeare's plays are given every April and May, with occasional performances at other times. Sir Frank Benson has produced here all Shakespeare's plays except 'Titus Andronicus.' — The *Library*, on the

ground-floor, contains Shakespeariana (10,000 vols. . — Upstairs is the *Picture Gallery*, containiug Shakespearian portraits and paintings. Authorities differ as to whether the 'Flower Portrait' of Shakespeare, hung here, was the model for the Droeshout engraving in the First Folio or was painted from it. Here, too, are the Shakespeare brooch found on the site of New Place in 1827, Shakespeare's gloves, a replica of the Davenant bust at the Garrick Club in London, and a bronze bust modelled on a supposed death-mask of the poet now in Darmstadt. — In the adjacent grounds is a *Monument to Shakespeare*, by Lord Ronald Gower, with figures of Lady Macbeth, Prince Hal, Hamlet, and Falstaff.

Just above the Memorial the Avon is crossed (Pl. D 4) by the "sumptuous new bridge and large of stone" erected by Sir Hugh Clopton (p. 344 ; *View of town).

From the bridge *Bridge Street* (Pl. C 3) leads W. into the town, passing (r.) the *Red Horse Hotel* (p. 343), where 'Geoffrey Crayon's Throne and Sceptre' are still preserved in the room in which Washington Irving wrote his account of Stratford. Bridge St. is continued by Wood St., at the W. end of which are a *Fountain and Clock Tower* (Pl. C2), forming yet another memorial to the great dramatist.

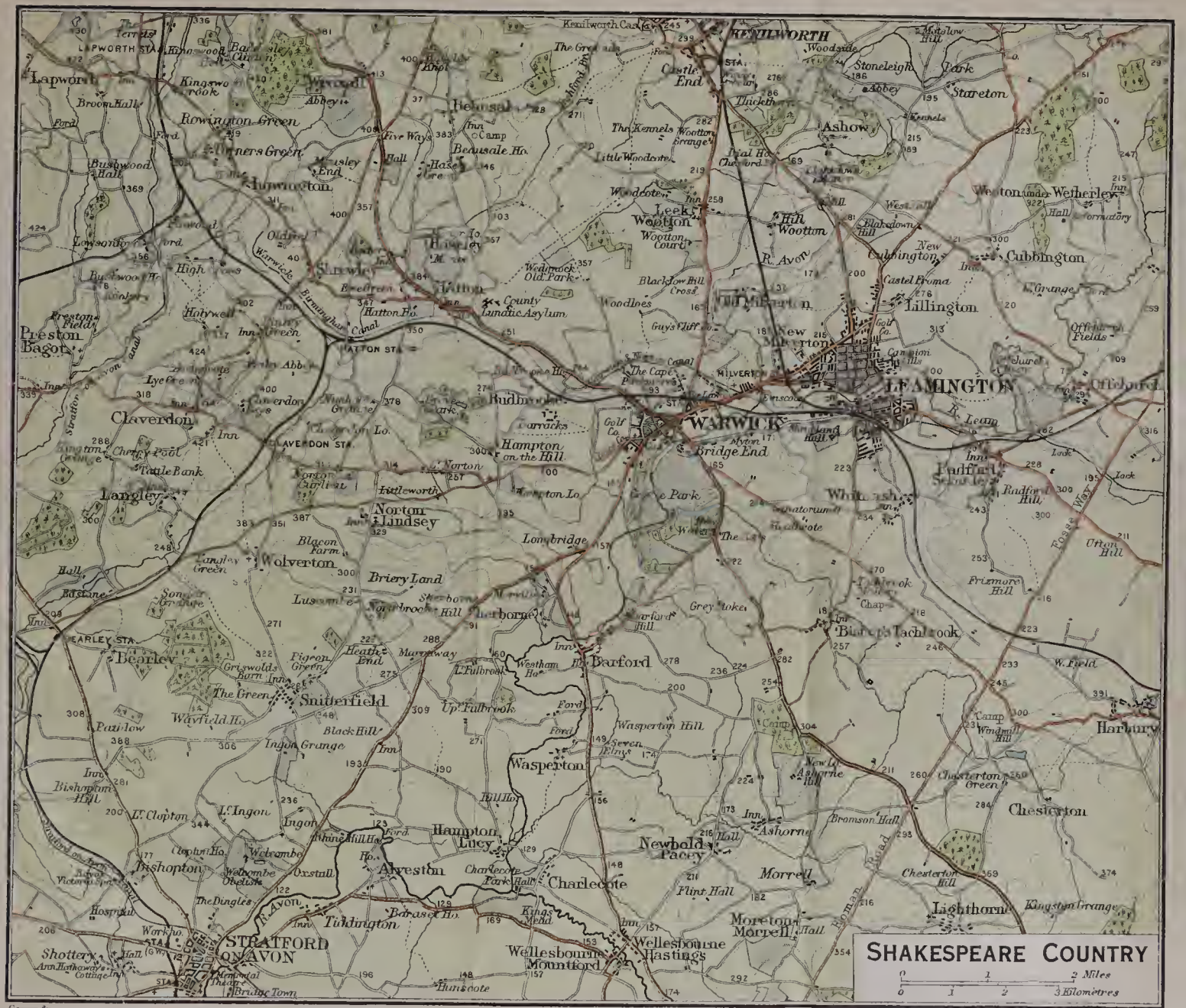
About 1 m. W. of Stratford (beyond Pl. D 1), and reached by a pleasant footpath across the fields, is **Shottery**, the birthplace of Anne Hathaway, Shakespeare's wife. *Anne Hathaway's Cottage*, a picturesque half-timbered Elizabethan farmhouse with a thatched roof, was purchased by the trustees of Shakespeare's Birthplace in 1892. It remains in its original state and contains a curious old bedstead and other relics (adm. 1/). The old-fashioned garden is attractive.

The Environs of Stratford are, of course, packed with interest for the lover of Shakespeare. Thus the enthusiast might arrange a motor-car trip of about 20 m. to take in the 'Eight Shakespearian Villages' mentioned in the following lines (ascribed to Shakespeare) and exercise his ingenuity in determining the fitness of the epithets :—

> "Piping Pebworth, Dancing Marston,
> Haunted Hillborough, Hungry Grafton,
> Dodging Exhall, Papist Wixford,
> Beggarly Broom, and Drunken Bidford."

It was in the Falcon Inn at *Bidford* (still extant, though no longer an inn) that Shakespeare is reported to have taken part in the carouse that prompted the verse, and about ½ m. W. of it is shown the crab-tree (or its successor) under which he slept off its effects. *Temple Grafton* is one of the three claimants to be the scene of Shakespeare's wedding. *Wixford* has an interesting church with Norman details. Conveniently included in this drive are *Luddington* (2 m. S.W. of Shottery), the most generally accepted scene of the poet's marriage; *Welford*, a charming village, which has not been without a maypole for centuries; and *Abbot's Salford* (2 m. S.W. of Bidford), with the picturesque old mansion of *Salford Hall* (1602). — The visit to *Charlecote* (p. 342), 4 m. E., is more imperative. — *Snitterfield* (p. 343) is 3¾ m. N. ; *Wilmcote* (p. 342 ; possibly also the 'Wincot' of Christopher Sly) is 3½ m. N.W. *Clopton House*, the manor-house of the Cloptons (p. 345) for several centuries, is 1 m. N. Just to the E. of this is *Welcombe* (where Shakespeare's friend and legatee, Anthony Nash, had property), with its lofty obelisk (120 ft.) to Mark Phillips (d. 1873), builder of Welcombe House, now a residence of Sir George Trevelyan. — *Clifford Chambers*, 1½ m. to the S., has an old church (with a wonderful chalice and paten of c. 1495) and a quaint half-timbered vicarage. Michael Drayton (1563–1631) was a frequent visitor at the 16th cent. manor-house (burned down in 1918). — Longer excursions may be made to *Alcester* (p. 143), *Warwick* (p. 339), *Leamington* (p. 337), *Kenilworth* (p. 339), *Broadway* (p. 260), and *Evesham* (p. 324).

From Stratford to *Birmingham*, see p. 336 ; to *Blisworth*, see p. 238 ; to *Woodford*, see p. 364 ; to *Hatton* (Warwick, Leamington), see p. 329 ; to *Broom Junction*, see p. 143. Comp. also p. 337.



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47. FROM LONDON TO DERBY AND TO NOTTINGHAM

VIÂ BEDFORD, LEICESTER, AND TRENT.

M.R. (St. Pancras) to (49¾ m.) *Bedford* in 1¼–2 hrs. (6/7, 4/0½); to (99 m.) *Leicester* in 1⅞–2⅜ hrs. (13/, 8/0½); to (123½ m.) *Nottingham* in 2¼–3 hrs. (16/4, 10/3); to (128½ m.) *Derby* in 2¼–3½ hrs. (17/, 10/7). — *Bedford* may be reached also by the L. & N.W.R. (Euston) in 2¼–2½ hrs. (viâ Bletchley, p. 237); *Leicester* and *Nottingham* by the G.C.R. (see Rte. 48); *Nottingham* by the G.N.R. (King's Cross) viâ Grantham (p. 392).

Beyond (7 m.) *Hendon* (see the *Blue Guide to London*) we reach (9½ m.) *Mill Hill*, with a public school for boys (founded in 1807) and several Rom. Cath. institutions.

Edgware (Chandos Arms), a station on the G.N.R. and reached also by tramway from London, lies 1½ m. W. This was the scene of the short-lived magnificence of *Canons*, a sumptuous mansion built about 1712 by the first Duke of Chandos (d. 1744), the patron of Handel, at a cost of c. £250,000 and sold by his heir at a breaking-up price of £11,000. The church of St. Lawrence at *Whitchurch* or *Little Stanmore*, ½ m. W. of Edgware, is elaborately adorned with paintings and carvings and contains the tomb of the duke; in the churchyard is the grave of Wm. Powell (d. 1780), the original 'Harmonious Blacksmith.' *Stanmore*, see p. 236.

At (12½ m.) *Elstree* we enter *Hertfordshire* (p. 236). 15¼ m. *Radlett* lies 2 m. N.E. of the 13–16th cent. church of *Aldenham*.

20 m. **ST. ALBANS** (*Peahen*; *Red Lion*; *George*; *Clarendon*, commercial), an ancient city (18,133 inhab.) on the *Ver*, with the most elevated cathedral in England (320 ft.), has three railway stations (M.R.; G.N.R.; L. & N.W.R.) and is reached also by motor-omnibus from London (1/) in 1½ hr.

St. Albans is the successor of the important Roman-British town of *Verulamium*, of which a few remains are still visible (p. 349). It owes its name to St. Alban, a Roman soldier and the first Christian martyr in England, who was beheaded here in 303 A.D. for harbouring St. Amphibalus, the priest who had converted him. Offa, King of Mercia, founded a Benedictine abbey about 793 in honour of St. Alban, and this eventually rose to great wealth and power, so that from 1154 to 1396 its mitred abbot was the premier abbot in England. Matthew Paris (d. 1259) was a monk here. During the Wars of the Roses two important battles took place at St. Albans: at the first (1455), fought near Holywell Hill, Henry VI was defeated and captured by the Duke of York and the Earl of Warwick; at the second (1461), on Barnard's Heath, N. of St. Peter's Church, Warwick was defeated by Queen Margaret and Henry VI was released. — Cowper, the poet, spent eighteen months in St. Albans in 1764–65, partly in an institution for the mentally afflicted in College St.

From the *Town Hall* (1830), near the middle of the town, St. Peter's St. leads N. to **St. Peter's**, a late-Perp. church with a tall tower. It contains some old glass; a tablet with a bust of Edward Strong (d. 1723), master-mason of St. Paul's Cathedral; and the graves of many of the slain in the battles of St. Albans. The S. part of St. Peter's St. is supposed to represent the racecourse of Verulamium. A little to the S. of the Town Hall rises the *Clock Tower* (adm. 2*d*.; view), the old town-belfry, dating from the early 15th century. The fountain in front marks the site of an 'Eleanor's Cross' (p. 381), destroyed in 1722.

The ***Cathedral** is one of the earliest Norman churches in England, though it has additions representing every subsequent period of architecture. In exterior length it is surpassed only by Winchester Cathedral (p. 74), while its nave is the longest Gothic nave in existence (comp. p. xlix). The massive Norman tower, with its striking arcade, is (like the other Norman portions) largely constructed of Roman bricks and tiles. The W. façade and the transeptal façades are for the most part modern. The church is open daily from 10 to 4, 5, or 6 (adm. to nave free, 6*d*. to the rest of the church). Services on week-days at 10 or 11 & 4.15 or 5, on Sun. at 8, 11, & 6.30.

History. The central part of the cathedral is substantially the church built on the site of Offa's church in 1077–88 by Paul of Caen, the first Norman abbot, and dedicated in 1116. This seems to have ended, just E. of the present transepts, in seven apses, and the present E. end of the cathedral dates from the 13th (Presbytery, etc.) and 14th cent. (Lady Chapel). The W. front, together with the W. bays of the nave, was rebuilt in the early 13th century. After the Dissolution the church became parochial. A restoration was begun under Sir Gilbert Scott in 1856, and subsequently Sir Edmund Beckett (afterwards Lord Grimthorpe) completed the work at his own expense and according to his own designs. Though much of the new work is in poor taste, and though some fine old work was destroyed, Lord Grimthorpe has the credit of having put the building into a thorough state of repair. In 1877 the church became the cathedral of a new diocese. See the 'History of the Abbey of St. Albans,' by *L. F. Rushbrook-Williams* (1917).

Interior. The interior of the W. Porch (restored) is a beautiful example of early Gothic. — The plain but graceful W. end of the Nave is E.E., abruptly joining the severe early Norman work on the N. side and continued on the S. side by five Dec. bays erected c. 1325. The roof and the stone pulpit (by Lord Grimthorpe) are modern. On the W. and S. sides of the Norman piers are considerable remains of *Wall Paintings. The dark Crucifixion, on the westernmost pier, is probably by Walter of Colchester (c. 1220), called by Matthew Paris (p. 347) an incomparable painter. On the second pillar on the N. side is an inscription to 'Sir John Mandeville,' the imaginary traveller, who was supposed to have been born at St. Albans. — A stone *Rood Screen* (c. 1350) separates the nave from the Norman ritual Choir, which occupies the three E. bays of the structural nave as well as the space beneath the tower, and is continued E. by the **Presbytery* or *Sanctuary*. Most of the presbytery and of the retro-choir was rebuilt in the transition style from E.E. to Dec. by Abbot John de Hertford (1235–60). On the N. side of the presbytery is the late-Perp. chantry of Abbot Thomas Ramryge (d. 1520), on the S. side the chantry of Abbot John de Whethamstead (d. 1465), now containing the large *Brass of Abbot Thomas de la Mare (d. 1396; best seen from the S. choir-aisle). The unfinished altarpiece (The Resurrection) is by Alfred Gilbert. The stone **Altar Screen* (recently restored) was erected by Abbot Wm. de Wallingford (1476–84). — The Transepts are the best preserved portions of the Norman church. The arches on their E. side led into the original apsidal chapels (see above). In the N. transept a cross on the W. wall is supposed to indicate the exact site of St. Alban's martyrdom. On the opposite

wall is a 15th cent. fresco (Incredulity of St. Thomas). In the S. transept the blind triforium on the E. wall has arches separated by small circular shafts, fitted with Norman capitals and Norman bases, but usually accepted as relics of Offa's Saxon church. The S. wall of this transept was entirely rebuilt by Lord Grimthorpe, who incorporated in it some late-Norman arcading and the doorway of the former slype. The Elizabethan dole-cupboards here should not be overlooked.

Immediately E. of the presbytery is ST. ALBAN'S CHAPEL, in the middle of which is the elaborately carved marble base of *St. Alban's Shrine*, pieced together from more than 2000 fragments in 1872. The so-called **Watching Loft*, on the N. side, in oak (c. 1400), with carvings of the Months on the back, consists of a relic cupboard (below) and (probably) an ordinary chantry (above). On the S. side is the *Monument of Humphrey, Duke of Gloucester (d. 1447), with a lofty canopy and statuettes of English kings. — Beyond the retro-choir is the LADY CHAPEL, built by Abbot Hugh de Eversden (1308–26), freely restored. This chapel was separated from the church at the Reformation and until 1870 was used by the grammar-school. — In the N. presbytery aisle are fragments of the *Shrine of St. Amphibalus* (p. 347).

A few yards to the W. of the cathedral is the *Abbey Gatehouse* (1380), the only relic (besides the church) of the monastic buildings, long used as a gaol and now occupied by the *Grammar School* founded by Edward VI. Thence a path descends to the *Ver*, beyond which lies the site of the Roman city of VERULAMIUM.

Verulamium was founded soon after the Roman conquest of 43 A.D., perhaps on the site of an earlier native town. Striking fragments of the Roman walls (which enclosed an oval area of c. 200 acres) remain, best near St. Germain's Chapel. A theatre was excavated in 1847 and part of a town hall and the forum (near St. Michael's Church, see below) in 1898–1908. There is a small collection of Roman antiquities in the *Town Museum*.

The little *Fighting Cocks Inn*, by the bridge, one of the oldest inhabited houses in England, was perhaps originally a boat-house or gate of Offa's Saxon monastery.

From the bridge a pleasant path leads along the Ver to (c. ½ m. W. of the cathedral) **St. Michael's Church** (adm. 3*d.*; key at No. 37 St. Michael St.), the burial-place of Francis Bacon, Baron Verulam and Viscount St. Albans (1561–1626), with a statue representing the lord chancellor in a characteristic attitude ("sic sedebat"; 'thus he used to sit'). The church, founded c. 950, retains some traces of Saxon work and contains a few brasses and a beautiful Jacobean pulpit. — Beyond the church the road goes on (passing the Roman theatre; on the left) to (1½ m.) *Gorhambury* (Earl of Verulam), in a fine park (adm. on application). A little W. of the modern mansion are the ruins of the Elizabethan house in which the great chancellor died.

From Holywell Hill, which descends from near the Clock Tower towards St. Stephen's church, Prospect Road leads to the left to the site of *Sopwell Nunnery*, of which Dame Juliana Berners, author of the 'Boke of St. Albans' (printed in 1486), was prioress. The existing ruins,

however, are those of a mansion built on the spot at the Dissolution. *St. Stephen's Church* (12–15th cent.) contains a lectern supposed to have been brought from Holyrood in Edinburgh in the time of Henry VIII by Bp. Crichtoun of Dunkeld.

From St. Albans to *Watford*, see p. 236; to *Hatfield*, see p. 386.

At (24¾ m.) *Harpenden* is a well-known co-educational school (St. George's). About 1 m. S.W. is *Rothamsted*, noted for the scientific experiments in agriculture begun by Sir John Bennet Lawes in 1834 (adm. on application to the secretary). A branch-line runs S.W. to (8 m.) *Hemel Hempstead* (King's Arms), a market town (12,888 inhab.) which has a good Norman church with a leaden spire (comp. p. 236).

We now enter **Bedfordshire**, or **Beds**, watered by the tortuous *Ouse* and famous as the county of John Bunyan and John Howard. Education (at Bedford) and straw-plaiting are characteristic industries.

27¼ m. *Chiltern Green* is the station for *Luton Hoo*, a modern mansion in a fine park with a model farm.

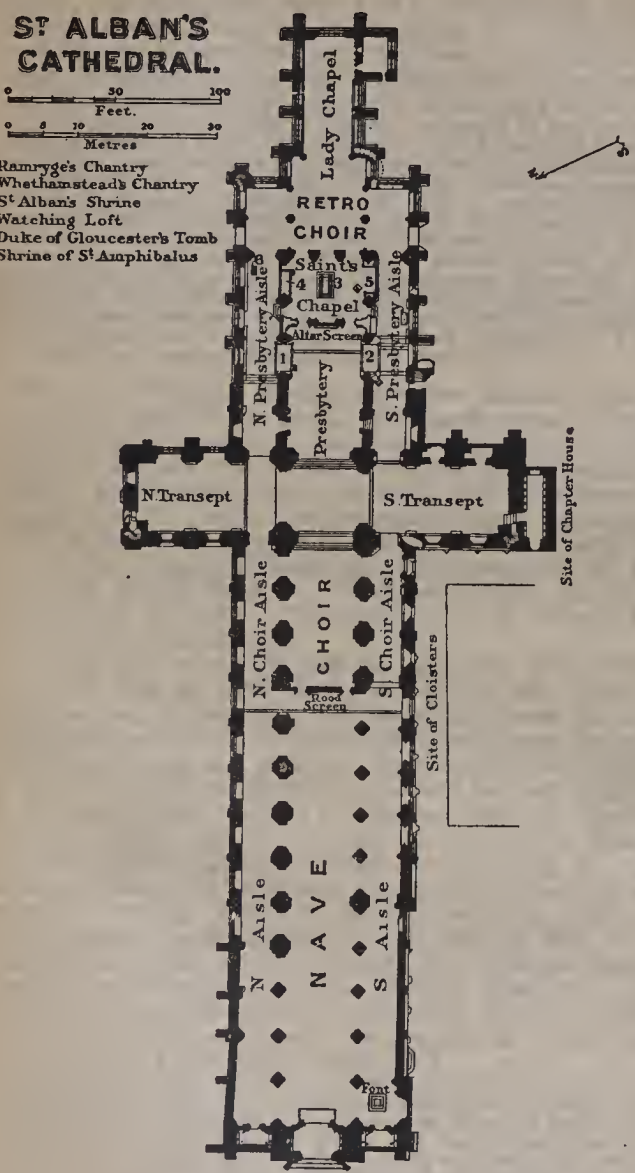
30¼ m. **Luton** (*Rfmts.*; *George*; *Red Lion*), on the *Lea*, with 49,978 inhab., is one of the chief centres of the straw-plait industry, said to have been introduced by Mary, Queen of Scots, from Lorraine into Scotland and thence to have followed James I to England. The *Plait Halls*, or markets, in Cheapside and Wallis St., are interesting. Near the station is the fine old church of *St. Mary*, with a Dec. and Perp. tower and good Dec. work in the interior. Specially noteworthy are the unique baptistery or stone tabernacled covering around and about the font and the Wenlock Chapel (1461), in the N. transept, with its late-Perp. wooden *Screen and its remarkable double arch opening on the chancel. The tomb of William Wenlock (d. 1392), prebendary of St. Paul's, is older than the chapel.

From the G.N.R. station, adjoining the Midland station, trains run S.E. to (15 m.) *Hatfield* (see p. 386) and W. to (4¼ m.) **Dunstable** (*Old Sugar Loaf*; *Red Lion*), another straw-plait town (8057 inhab.). Remains of an Augustinian priory founded by Henry I are incorporated in the **Church of St. Peter and St. Paul*, a grand example of Norman (nave and great portal) and E.E. (W. front), restored in 1850. Here, in 1533, Abp. Cranmer pronounced sentence of divorce against Catherine of Aragon (comp. below). From Dunstable to *Leighton Buzzard*, see p. 237.

37¼ m. *Harlington*; 40¼ m. *Flitwick*. The church of *Flitton*, 2 m. N.E., contains monuments of the Greys, Earls of Kent, who lived at *Wrest Park*, 2 m. E.

41¾ m. **Ampthill** (*White Hart*; *King's Arms*), an old-fashioned market-town (2270 inhab.), 1 m. E. of the station, is situated in a beautiful district. The church contains the monument of Richard Nicolls (1624–72), the first English governor of New York (1664–67). *Ampthill Park*, built in 1694, has a park (open to pedestrians) famous for its venerable pollarded oaks, some of which are over 500 years old. A memorial cross with an inscription by Horace Walpole marks the site of *Ampthill Castle*, the residence of Catherine of Aragon in 1531–33 (comp. above).

To the E. of Ampthill Park, on a ridge to the N. of the town, are the ruins of *Houghton House*, built by the Countess of Pembroke, "Sidney's sister, Pembroke's mother." About 2 m. across the fields is the church of *Houghton Conquest*, with old wall-paintings, fragments of good old glass, and brasses.



pted, by permission, from "The Builder."

49¾ m. **Bedford** (*Rfmts.*; *Swan*, by the bridge, a fine old house; *Bridge*, pens. from 11/6; *Embankment*, close by; *George*, a quaint hostelry in the High St.; *Lion*; *Temperance*, by the Midland Station), a pleasant residential county town (39,183 inhab.) on the *Ouse*, with some manufactures, is chiefly notable for its Bunyan associations and for its schools.

The well-known Schools of Bedford originated in the bounty of Sir William Harpur, a native of the town and Lord Mayor of London, who in 1556 endowed the "free and perpetual school" for which Edward VI had granted a patent in 1552. The Harpur Trust now controls four schools (with nearly 2000 pupils); its income, originally £50 a year, is now £18,000. The *Grammar School*, one of the largest public schools in the country (680 boys, of whom 450 are day-boys), is housed in handsome buildings, designed by E. C. Robins in 1891, in De Parys Avenue, on the N. of the town. The *Modern School* (475 boys) in Harpur St. was established in 1827. The *Girls' High School* (350 pupils) in Bromham Road and the *Girls' Modern School* (310 pupils) in St. Paul's Square were both designed by Basil Champneys. The Trust manages also a number of almshouses in Dame Alice St.

From the Midland Station we follow Midland Road E. to (½ m.) the centre of the town. The castle-mound, within the precincts of a brewery at the S. end of High St., near the bridge, is the sole relic of the once-famous *Castle* which commanded the ford over the Ouse until its destruction in 1224. Opposite is *St. Paul's*, the principal church, containing the tomb of Sir Wm. Harpur (d. 1573). In St. Paul's Square is a statue of John Howard (p. 352); and near *St. Peter's*, at the N. end of High St., "Bunyan's Statue stands facing where stood his jail." The former is by A. Gilbert (1894), the latter by Boehm (1874).

In Mill St., on the E. side of High St., is the Bunyan Meeting, built in 1850 on the site of the barn where John Bunyan used to preach. The beautiful bronze doors, with panels illustrating the 'Pilgrim's Progress,' were designed by Frederick Thrupp and presented by the 9th Duke of Bedford in 1876. In the vestibule is preserved the old prison door of the county gaol; and in the parlour (adm. on application to the librarian, Mr. R. H. Poynter, 174 Castle Road) are Bunyan's chair, cabinet, walking-stick, and jug, the unique Bunyan Library of early and foreign editions of his works, literature dealing with his life and writings, prints, etc. The *Howard Congregational Church*, also in Mill St., was founded largely through John Howard in 1772 and contains a window representing Howard visiting prisoners. In the vestry are preserved the trust deed with Howard's signature and various other relics (adm. on application to the minister or to Mr. J. T. Lowe, 23 St. Peter's St.).

John Bunyan (1628–88), born at Elstow (p. 352), served as a youth in the Civil War on the side of the Parliament (comp. p. 355). Returning to Elstow to take up his father's trade of tinker or brazier, in 1653 he joined a Nonconformist body which had been founded in 1650 by John Gifford. He was elected pastor in 1672 and held that position till his death in 1688. Arrested in 1660 and committed to prison by Justice Wingate, he was indicted at the quarter sessions on the ground that he had "devilishly and perniciously abstained from coming to church to hear Divine service, and was a common upholder of unlawful meetings and conventicles." Though never legally convicted, he was kept in prison more or less continuously for twelve years with possibly

a short period of liberty in 1666, and after the first six months his treatment seems to have been rigorous. It is now established that his place of detention was the *County Gaol*, which used to stand at the corner of High St. and Silver St. Here he wrote 'Grace abounding to the Chief of Sinners' (1666) and other works. The first part of the 'Pilgrim's Progress' was written during a further term of imprisonment for six months in 1675–76, this time in the *Town Gaol* on the old Bedford bridge. He died in London in 1688, and is buried in Bunhill Fields.

About 1¼ m. S. of Bedford, beyond the bridge (turn to the right beyond the railway bridge), is the village of **Elstow,** famous as the birthplace of John Bunyan in 1628. On the right side of the strect as we enter the village is the cottage (much altered) occupied by him after his marriage. While playing at tip-cat on the village green one Sunday afternoon Bunyan was " put into an exceeding maze " by a vision which led to his conversion. The old *Moot Hall* facing thc green was used as the meeting-place and Sunday school of the Bunyan congregation until the opening of the *Bunyan Memorial Hall* in 1910. The picturesque *Church* consists of the nave and part of the chancel of the abbey-church of a Benedictine nunnery. The existing church, restored in 1880, is early-Norman (E. end) and rich E.E. (W. end) and contains the fine brasses of Abbcss Elizabeth Hervey (d. 1524) and Lady Argentein (d. 1427). In the massive detached bell-tower hang five 17th cent. bells (another was added in 1908), the ringing of which was Bunyan's favourite amusement as a young man, until a superstitious fcar that a bell or the towcr itself might fall on him drovc him away. The ivy-clad ruins on the S. side of the church arc those of the manor-house of the Hillersdons.

A great country fair once annually held at Elstow may have supplied some touches for 'Vanity Fair,' and the view from the high ground at Ampthill (p. 350) may have suggested the prospect from the 'Delectable Mountains,' though similar claims are made for St. Catherine's Fair at Guildford and for the Surrey Hills. A stream near Elstow has been held to be the original 'Slough of Despond.'

Clapham, 1½ m. N. of Bedford, has a fine Saxon church-tower. — At *Kempston*, 3 m. S.W., an Anglo-Saxon cemetery (6–7th cent.), which yielded a number of important finds, was discovered in 1863.

From Benford to Hitchin, 16¼ m., M.R. in 40 min. (2/2, 1/4½). — At (3 m.) *Cardington* a house on the S.W. side of the churchyard was the home of John Howard (1726 ?–90), the prison reformer, after 1758. — 7¼ m. *Southill.* Adm. John Byng (1704–57), shot (" pour encourager les autres ") for losing Minorca, was born here and is buried in the mausoleum. At *Warden*, a quaint village 2 m. N.E., are the scanty ruins of a Cistercian abbey, where the 'Warden' pear originated. — 9½ m. *Shefford* (White Hart). At *Campton*, 1 m. S.W., is buried Robert Bloomfield (1766–1823), author of 'The Farmer's Boy.' — 16¼ m. *Hitchin* (G.N.R.; p. 386).

From Bedford to Northampton, 21½ m., M.R. in 40–50 min. (2/11, 1/10). — 6 m. *Turvey*, the church of which contains the fine monuments of the Mordaunts. — 10½ m. **Olney** (*Bull*; *Two Brewers*), a little boot-making town of 2871 inhab. on the Ouse, at the N. extremity of Buckinghamshire, is famous for its associations with Wm. Cowper (1731–1800). At the S.E. corner of the market-place is the red brick house where he lived with Mrs. Unwin and her daughter from 1767 to 1786, now the *Cowper and Newton Museum* (open 10–1 & 2–5, except on Sun; adm. 1/). Here the poet composed 'John Gilpin' and 'The Task.' The garden at the back, which still retains the poet's summer-house, communicates with the parsonage, the residence of the Rev. John Newton (d. 1807), perpetual curate of Olney, fellow-author with Cowper of the 'Olney Hymns.' The *Church*, with its beautiful

spire (185 ft.), is a fine example of the early-Dec. style. Newton's remains now rest in the churchyard, having been removed hither in 1893 from St. Mary Woolnoth in London. At *Weston Underwood*, nearly 2 m. S.W., is the house occupied by Cowper and Mrs. Unwin from 1786 to 1795. To the N.W. extends *Yardley Chase*, a wide tract of moorland with fine oaks, including Cowper's 'Yardley Oak' (c. 3 m. N. of Olney). Motor-car from Olney to *Newport Pagnell*, see p. 238. — 21½ m. *Northampton* (Midland station), see p. 238.

From Bedford to *Cambridge* and to *Bletchley* (Oxford), see p. 237; the L. & N.W.R. station is on the S. side of the town, over 1 m. from the Midland station.

Near (56¾ m.) *Sharnbrook* and (62¾ m.) *Irchester*, between which the line enters *Northants* (p. 240), are several churches of interest.

65 m. **Wellingborough** (*Hind*, a fine 17th cent. building; *Angel*), a shoemaking and ironworking town (19,753 inhab.), overlooks the *Nene*. It has a well-known grammar school and an old parish church (All Hallows') containing quaint misericords. St. Mary's (begun in 1906) is a notable modern church by J. N. Comper. The Midland station is ¾ m. E. of the town, the L. & N.W. station (for Northampton and Peterborough, p. 240) 1 m. S.E.

A branch of the M.R. runs from Wellingborough to (5¼ m.) *Higham Ferrers* viâ (4 m.) *Rushden* (Wheatsheaf), a modern shoemaking town (13,354 inhab.), with a church noteworthy for several unusual architectural features. — **Higham Ferrers** (*Green Dragon*), a picturesque little town (2726 inhab.), possesses a remarkable group of buildings erected in 1424 by Abp. Chichele (1362–1443) in honour of his birthplace. The church, with a double nave, is in the E.E. and Dec. styles. In the churchyard are Chichele's school-house and bede-house (Perp.), and on the way to (1¼ m.) *Irthlingborough* station (p. 240) are the remains of his college and a beautiful 14th cent. bridge over the Nene.

The railway now follows the little river *Ise*. — 68¼ m. *Finedon*, 1¾ m. S.E., has an excellent Dec. church (early 14th cent.), with a tower and spire added in 1345 and a 'strainer-arch' across the nave. — 69¼ m. *Isham*, 2 m. W. of which is *Pytchley*, a village that gave name to a famous pack of foxhounds, removed, however, to Brixworth (p. 240) c. 1818.

72 m. **Kettering** (*Rfmts.*; *Royal*; *George*) is an industrial town (29,972 inhab.) with boot and clothing factories and ironworks. The church, with its fine spire (177½ ft.), is late-Perp., with an early-Dec. N. portal and E. end. The Alfred East Art Gallery contains paintings presented to his native town by Sir Alfred East (1849–1913). The Baptist Missionary Society, the first in England, was founded here in 1792 by William Carey, Andrew Fuller, and a few others in a house now known as the 'Mission House.'

About 1½ m. S.E. is *Barton Seagrave*, with an early-Norman and E.E. church, and about 2 m. N.E. is *Weekley*, with the tombs of the Montagus and a charming almshouse (1611) and school (1624). *Boughton House*, close by, one of the seats of the Duke of Buccleuch, contains a fine art-collection; the house is shown in the absence of the family on application at the estate office; the beautiful park is noted for its avenues.

From Kettering to Cambridge, 47¾ m., M.R. in 1½–2 hrs. (6/6, 3/9½). — 9¼ m. *Thrapston* (p. 240) has another station, ½ m. distant, on the L. & N.W.R. — 12½ m. *Raunds*, 1½ m. W., boasts an E.E. and Dec. church, with a famous *Spire (183 ft.). — 17½ m. *Kimbolton* (Lion), a small town, lies 2¼ m. S. of the station. *Kimbolton Castle* (Duke of

Manchester; no adm.), partly rebuilt by Vanbrugh, incorporates some of the old castle which was the residence of Catherine of Aragon in 1533–36, after her divorce (p. 350). — 27½ m. *Huntingdon* and thence to *Cambridge*, see p. 387.

From Kettering to Nottingham viâ Melton Mowbray, 51½ m., M.R. in 1–2½ hrs. (6/10, 4/3½). This forms an alternative M.R. route to the North, followed by several of the expresses from London to Nottingham, Sheffield, Heysham, etc., which rejoin the main route at *Trowell* (p. 401). — 5 m. *Geddington*, 2½ m. S.E., once a royal manor, has an elegant Eleanor's Cross (see p. 381), a 14th cent. bridge, and an interesting church with Saxon remains, a late-Dec. spire, and fine screens. — 11 m. *Gretton*, 1 m. S.E. of which is *Kirby Hall*, a charming Renaissance mansion built by John Thorpe in 1570 and altered by Inigo Jones in 1638 (now fallen into decay). — 13 m. *Harringworth*, 1 m. from *Seaton* (L. & N.W.R.; p. 243). We cross the Welland by a lofty viaduct into **Rutlandshire**, the smallest county in England (152 sq. m.) and a famous fox-hunting district, included in 'the Shires' (see below). — From (18¼ m.) *Manton*, where the trains from Leicester to Peterborough diverge (see p. 358), an omnibus plies to (3½ m.) Uppingham (p. 243). — 22 m. **Oakham** (*Crown*; *White Lion*; *George*) is the county town (3667 inhab.) of Rutland and the headquarters of the Cottesmore Hunt. The chief relic of the *Castle* is the unique late-Norman banqueting-hall, which contains a remarkable collection of horseshoes nailed to the walls, contributed, according to the custom of the manor, by royalties and peers of the realm on entering the lordship for the first time. Among them are those presented by Queen Elizabeth (?), the Prince Regent, Queen Victoria, and Edward VII. The handsome church of *All Saints* (14–15th cent.), the original building of the flourishing *Grammar School* (founded in 1587), in the churchyard, the picturesque *Buter Cross* and the old stocks, in the market-place, and *Flore's House* (13–15th cent.), on the S. side of the High St., should be noticed also. Jeffery Hudson, Henrietta Maria's dwarf (1619–82), and Titus Oates (1649–1705) were natives of Oakham. Oakham is also on the line from Leicester to Peterborough (see p. 358). — Beyond (27¼ m.) *Whissendine*, with a fine church, we enter *Leicestershire* (see below). — 29½ m. *Saxby*, junction for (18 m.) *Bourne* (p. 521). *Sproxton*, 4 m. N.E., has a churchyard cross. — 33¼ m. **Melton Mowbray** (*Bell*; *George*; *Harborough*), in summer a quiet country-town (9202 inhab.), is crowded with fox-hunters during the season. It is noted also for its pork pies and Stilton cheese. *St. Mary's* (E.E. and Dec.) is one of the finest parish churches in the country. Melton Mowbray is on the M.R. route from Leicester to Peterborough (see p. 358), and it has another station on the G.N.R. from Leicester to Grantham, etc. (p. 358). — Our line now crosses the charming Leicestershire and Nottinghamshire *Wolds*. At *Willoughby-on-the-Wolds*, near the Roman Foss Way, 2½ m. W. of (40¾ m.) *Upper Broughton*, are the tombs of the Willoughby family. — 43½ m. *Widmerpool*, 2½ m. N. of which is *Owthorpe*, the residence and burial-place of Col. Hutchinson, the regicide (d. 1664; p. 366). — 51½ m. *Nottingham* (p. 365).

75½ m. *Glendon*. In the grounds of *Rushton Hall* (built by John Thorpe for Sir Thomas Tresham in 1595 and completed in 1630; adm. on application) is the singular 'triangular lodge,' designed in honour of the Trinity. — 78 m. *Desborough*. *Rothwell* (Red Lion), 2 m. S.E. (omn.), a shoemaking town of 4416 inhab., has an interesting Transitional church with some good brasses and a curious bone-crypt. The remarkable market-house, a Renaissance building begun by Tresham in 1577, has recently been completed by J. A. Gotch.

We now enter **Leicestershire**. Though this county includes several industrial centres (Leicester, Loughborough, Hinckley) as well as a small coalfield in the N.W., adjoining the picturesque region of *Charnwood Forest*, it is best known for its famous grass lands (mainly in the E.), a classic region for fox-hunters. Leicestershire, Rutland, and Northamptonshire are sometimes spoken of as 'the Shires,' but, more strictly, that term is reserved for the country hunted by the celebrated packs of foxhounds known as the Quorn, the Cottesmore, the Pytchley,

the Woodland Pytchley, and the Belvoir, and thus excludes a considerable part of Northants while it includes a portion of Lincolnshire. Outside these limits are ' the Provinces.'

83 m. **Market Harborough** (*Three Swans*; *Angel*; *Peacock*, R. from 3/6, L. 2/6, D. 3/6), a brick-making town (8853 inhab.), is a famous fox-hunting centre. In the market-place are the quaint grammar school (1614) and the Perp. church of St. Dionysius, with its beautiful Dec. broach spire. Close by is the old house in which Charles I is said to have slept the night before the battle of Naseby (p. 243; 7 m. S.W.).

For the L. & N.W. lines to *Northampton*, *Rugby*, and *Peterborough*, see pp. 240, 243. — A branch of the G.N.R. runs hence to *Melton Mowbray* (23¼ m.; p. 354), *Nottingham* (46 m.; p. 365), *Grantham* (46¼ m.; p. 391), *Newark* (47 m.; p. 392), etc., joining the line from Leicester at (16¼ m.) *John o'Gaunt* (p. 358).

The country between Market Harborough and Leicester is hunted by the Pytchley, Billesdon, and Quorn foxhounds. — 95¼ m. *Wigston* (8650 inhab.) has other stations on the lines from Leicester to Rugby (M.R.; p. 358) and to Nuneaton (L. & N.W.R.; p. 358).

99 m. **LEICESTER** (pop. 227,222), on the *Soar*, the ancient county town of Leicestershire, is a busy and cheerful industrial place, for the most part well built of red brick. It has long been noted as the centre of the hosiery trade, and it has important manufactures of boots and shoes, elastic fabrics, machine-tools, etc. In 1919 it was raised to the dignity of a city.

Railway Stations. *London Road* (Rfmts.), for the M.R. and for the L. & N.W.R. to Nuneaton; *Central* (Rfmts.), Great Central St., for the G.C.R.; *Belgrave Road*, for the G.N.R.; *West Bridge*, for the M.R. branch to Desford (p. 357).

Hotels. GRAND, corner of Granby St. and Belvoir St.; BELL, Humberstone Gate; WELLINGTON, corner of Granby St. and Rutland St.; ROYAL, Horsefair St.; STAG & PHEASANT, Humberstone Gate; WHITE HART, GEORGE, both near the Clock Tower; GRANVILLE, Belvoir St. — Temperance Hotels. WYVERN, by the London Road Station; ROYAL ARCADE, by the Central Station; MIDLAND.

Post Office, Granby St. — AMERICAN CONSULAR AGENT, *Wm. W. Early*.

Tramways traverse the principal streets (fare 1½*d.*). The chief centre is the Clock Tower.

Amusements. *Theatre Royal*, Horsefair St.; *Opera House*, Silver St.; *Palace*, *Pavilion*, two music halls in Belgrave Gate.

History. Leicester was the traditional residence of King Lear and his daughters. Under the Romans it was the fortified town of *Ratæ Coritanorum*. From 680 to 869 it was the seat of the East Mercian bishopric, but soon after it became one of the Five Boroughs of the Danelagh (p. 366). It was recovered by Ethelfleda, the Lady of Mercia, in 918. After the Norman Conquest it fell to Hugh of Grantmesnil, who built the castle, and in 1239 to Simon de Montfort, Earl of Leicester, who was a great benefactor to the town. Under the Lancastrian kings the castle was an occasional royal residence, and several parliaments were held here in the 15th century. Richard III, however, on his way to Bosworth Field (p. 243), was obliged to sleep at an inn. In the Civil War Leicester was captured by Prince Rupert in 1645 after a three days' siege at which John Bunyan was present (comp. p. 351), but it was recovered by Parliament after the battle of Naseby (p. 243). The modern prosperity of the city dates from the introduction of the stocking-frame about 1686. Leicester was the birthplace of Thomas Cooper, the Chartist (1805–92), and of Thomas Cook, the tourist agent (1808–92), who in 1841 arranged the first railway excursion, from Leicester to Loughborough and back.

The modern centre of Leicester, about ½ m. from each of the three railway stations and the converging point of the main thoroughfares, is marked by a *Clock Tower* (1866), adorned with statues of four Leicester celebrities. To the W. runs the High Street, which with its continuation, St. Nicholas St., formed the main thoroughfare from E. to W. of the Roman and mediæval town. At the point where it intersects the main thoroughfare from N. to S. (Highcross St. and its continuation, Southgate St.) formerly stood the *High Cross*, now represented only by a cross on the pavement.

To the right in Highcross St. are the Elizabethan *Free Grammar School* and *All Saints*, a well-proportioned early-Dec. church with a Norman W. doorway, an E.E. font, and a curious clock. The only other point of interest in the maze of little streets which form the N.E. quarter of the old city is the picturesque *Great Meeting*, in East Bond St.

On the right side of St. Nicholas Street is the church of **St. Nicholas,** the oldest in Leicester, built partly of Roman materials, with a charming early-Norman tower, a primitive Romanesque nave of the Saxon period, and an E.E. chancel. An old house on the S.E. side of the churchyard claims to have afforded a night's lodging to John Bunyan and to John Wesley. On the W. side of the churchyard stands the **Jewry Wall,** a mass of Roman masonry about 70 ft. long and 18 ft. high, with bonding-courses of brick. This relic, with its four arched recesses, is variously considered to have formed part of a temple, of a bath, or (more probably) of the W. gate.

At a house in St. Nicholas St., opposite the church, the 'Peacock Pavement,' one of many Roman pavements that have been found in the city, may be inspected; another may be seen (fee 3*d.*) in a passage leading to the left from Great Central St., beyond the station, and yet others in the Museum (p. 357). In Great Central St. is the pleasing *Vaughan Memorial College*. — *Harvey Lane Chapel*, in Thornton Lane, to the S. of the church of St. Nicholas, was the scene of the ministrations of William Carey (1789–94) and Robert Hall (1807–25), the Baptists.

St. Nicholas St. ends at the *West Bridge* over the Grand Junction Canal, beyond which is *Bow Bridge* over the Soar. On a house adjoining the latter is an inscription recording the last resting-place of Richard III; according to tradition, his body, brought back from Bosworth (p. 243) for interment in the monastery of the Grey Friars, was thrown into the river on the suppression of the monasteries, but was afterwards reburied at the farther end of the bridge.

Castle St. leads from the W. end of St. Nicholas St. to the remains of the once famous CASTLE. Adjoining the Tudor entrance gateway, with the porter's lodge, is the *Castle House*, incorporating the domestic buildings. On the W. side of the Castle Yard is the 18th cent. *County Hall*, used for assize courts and concealing part of the late-Norman hall of the castle and a large dungeon (apply at the keeper's house, adjacent). Opposite is ***St. Mary's,** an interesting church with an unusual ground-plan; to the original Norman collegiate church were added a chancel in the richest late-Norman style (after 1150) and, in the E.E. period, a wide parochial nave, on the S. side, and a massive tower. The Norman windows and sedilia and the Dec. roof in the chancel,

the E.E. sedilia and Perp. roof in the S. nave, and the 13th cent. font should be noted. Behind a public-house, on the right of the lane leading to the ruined *Turret Gateway*, which is adjoined by sections of the Norman town-wall, is the *Castle Mound*, perhaps dating from Ethelfleda's time (see p. 355). The gateway leads into the *Newarke*, added to the castle precincts in 1330, which includes the *Trinity Hospital* (with its attractive chapel), on the right. On leaving the Newarke by the splendid *Magazine Gateway* we turn to the left. On the right in Highcross St. are *Wyggeston's School* and a narrow lane leading to the *Old Town Hall*, a 15–16th cent. timber and plaster building, originally the hall of the Guild of Corpus Christi. The mayor's parlour contains a fine chimney-piece, woodwork, and stained glass. The City Library, founded in 1632, is one of the earliest municipal free libraries. Adjacent is *St. Martin's*, the old civic church, mainly E.E. in style, with a Perp. chancel. St. Martin's St. leads hence to the *Market Place*, the *Corn Exchange* in which has a fine outside staircase. A little to the S. are the *Municipal Buildings* (1875), containing fine portraits and MSS., including the Codex Leicestrensis of the New Testament. Opposite is the *Public Library*. Farther on Belvoir St. leads to the right to the New Walk, a handsome avenue in which is the *City Museum & Art Gallery* (10-dusk, Sun. 2–5). This possesses interesting Roman antiquities, including several tessellated pavements (notably the 'Diana and Actæon' pavement) and an early Roman milestone, found on the Foss Way, near Thurmaston, 2 m. from Leicester. Among the paintings, which are mostly modern, is G. F. Watts's 'Fata Morgana.' — *St. Margaret's*, at the end of Churchgate, leading N. from the clock-tower, is an E.E. and Perp. church with a noble Perp. tower.

Belgrave Gate leads N.E. from the clock-tower to the G.N.R. station, whence Abbey Park Road runs to the left to the *Abbey Park*, with its lake, and to the remains of **Leicester Abbey**, whither Cardinal Wolsey, "an old man, broken with the storms of state," came to die, in 1530. His tomb has disappeared, and nothing remains of the rich Augustinian monastery except the boundary-walls, the existing picturesque ruins being part of an Elizabethan house.

Charming walks or drives may be taken from Leicester through the rugged **Charnwood Forest**, which extends to the N.W. Following the main road to Ashby, we diverge to the right at (4¼ m.) *Groby*, with the remains of the mansion of the Greys of Groby, where Elizabeth Woodville lived with her first husband, Sir John Grey. Passing the picturesque *Groby Pool* we reach (2 m.) *Newtown Linford*, which is adjoined by *Bradgate Park* (public footpaths), with the ruins of the hall where Lady Jane Grey, the "nine days' queen" (born here in 1537), was found by Roger Ascham reading Plato's 'Phædo' while the rest of the family were gone hunting. The park is open on Thurs. afternoons only; the ruins are shown on written application to the estate office at Newtown Linford. — About 2 m. N.W. of Newtown are the picturesque remains of *Ulverscroft Priory*, mainly in the Dec. style. The excursion may be extended to *Bardon Hill* (see below), *Mount St. Bernard* (p. 358), *Grace Dieu* (p. 358), etc.

From Leicester to Burton, 31 m., M.R. in 1–1¼ hr. (4/1, 2/7). This line, as far as Swannington, was Robert Stephenson's first railway (1833). — 8¼ m. *Desford* is 3 m. from Groby (see above) — At (12¾ m.) *Bagworth* we enter the Leicestershire coalfield. — 14¾ m. *Bardon Hill* (912 ft.), 1½ m. E. of the station, is a famous view-point. — 16¼ m.

Coalville, a modern mining and brickmaking town (18,548 inhab.), has another station (¾ m. distant) on the Charnwood Forest branch of the L. & N.W.R. from Shackerstone (Nuneaton) to Loughborough (see p. 243). This branch passes (1¾ m. from Coalville) *Whitwick*, 1 m. E. of which is the modern abbey of *Mount St. Bernard*, a Cistercian monastery founded in 1835 and now the only 'mitred abbey' in England (Forest Rock Hotel), and (5¾ m.) *Grace Dieu*, with the scanty ruins of the Augustinian nunnery of *Grace Dieu* (13th cent.) and a manor-house in which Francis Beaumont (1584–1616) was born. — 17½ m. *Swannington*. — 21¼ m. **Ashby de la Zouch** (*Royal*; *Queen's Head*) is a thriving town (4927 inhab.) in pretty surroundings. The *Castle* (open daily 9–7, except Sun.; 3*d.*), now a picturesque ruin, was built c. 1474 and slighted by the Parliamentarians in 1645. Mary, Queen of Scots, spent a night in it in 1569 and again in 1586, but it is more famous as the locale of several scenes in 'Ivanhoe.' The 'Tournament Field' lies about 1 m. N. of the town. In the late-Perp. church of *St. Helen* are the tombs of the second Earl of Huntingdon (d. 1561) and of Selina, Countess of Huntingdon (d. 1791), Wesley's friend; an almost unique recumbent effigy of a pilgrim (15th cent.); and a finger-pillory for delinquents in church. The tall modern 'Eleanor's Cross' (by Sir Gilbert Scott), near the *Ivanhoe Baths*, commemorates a Countess of Loudoun. About 2 m. N.E. is *Coleorton Hall*, the seat of the Beaumonts, visited by Wordsworth; in the gardens are memorials to Sir Joshua Reynolds and Francis Beaumont (see above). From Ashby to *Derby*, see p. 361. — 23½ m. *Moira*, junction for *Swadlincote* (4¼ m.). — 31 m. *Burton-on-Trent* (p. 336).

From Leicester to Birmingham, 39½ m., M.R. in 1–1½ hr. (5/3, 3/2½). — 3¾ m. *Wigston* (p. 355). — 14½ m. *Hinckley* (George; Union, R. & B. 6/6, D. 3/6), a hosiery and shoemaking town (12,837 inhab.) with a large church, lies c. 5 m. S.E. of Bosworth Field (p. 243). — At (19¼ m.) Nuneaton (p. 243) we touch the 'George Eliot Country' (p. 327). — 27½ m. *Shustoke* was the birthplace of Sir Wm. Dugdale (1605–86), the antiquary, who is buried in the church. — 29¼ m. *Whitacre*, and thence to (39½ m.) *Birmingham* (New St.), see p. 336.

From Leicester to Peterborough viâ Melton Mowbray, 52 m., M.R. in 1¾–2¾ hrs. (7/, 4/1). [The G.N.R. route to Peterborough runs viâ John o' Gaunt (see below) and Rockingham (p. 243).] — At (4¾ m.) *Syston* we diverge from the main line (see below) to ascend the valley of the *Wreak*, in which are many villages with names ending in 'by,' an evidence of Danish occupation. — 9 m. *Brooksby*, with a beautiful little Perp. church and an Elizabethan manor-house, the birthplace of George Villiers, Duke of Buckingham (1592–1628), the favourite of Charles I. — 15 m. **Melton Mowbray**, (18¾ m.) *Saxby*, and (26¼ m.) **Oakham**, see p. 354. — At (30 m.) *Manton* (p. 354) we diverge to the E. from the Kettering line. — 34 m. *Luffenham*, 36½ m. *Ketton*, both with interesting churches. — The line crosses the *Welland* — 40 m. **Stamford** (Midland Station), and thence to (52 m.) *Peterborough*, see p. 390.

From Leicester to Grantham, 41½ m., G.N.R. in 1–1¾ hr. (5/5, 3/0½). — 11¼ m. *John o' Gaunt*, where we are joined by the line from Market Harborough (p. 355), takes its name from a famous fox-cover. — 14½ m. *Great Dalby* has a rare example of a Jacobean church. — 18½ m. **Melton Mowbray** (p. 354). — We now cross the Leicestershire Wolds (p. 354) and descend into the beautiful *Vale of Belvoir*, noted for barley. — At (26 m.) *Harby & Stathern* a branch diverges for Nottingham (15 m.; p. 365). — 29¾ m. *Redmile*, the nearest station to Belvoir Castle (2 m. S.E.; p. 391). — 34¼ m. *Bottesford*, and thence to *Grantham*, see p. 392.

From Leicester a branch of the M.R. runs S. to (20 m.) *Rugby* (p. 242). — For the G.C R. from Leicester to *Rugby*, *London*, *Nottingham*, *Sheffield*, etc., see Rte. 48.

Beyond Leicester the M.R. main line follows the course of the *Soar*, ascending on the left (E.) bank. — 103¾ m. *Syston*, junction for Melton and Peterborough (see above).

Queniborough Hall, 2 m. N.E., was the headquarters of Prince Rupert during the siege of Leicester (p. 355). — *Wanlip* church, 1½ m. W., contains one of the finest brasses in England, to Sir Thomas Walsh (d. 1393).

109 m. *Barrow-on-Soar*, with lime and cement works, commands a pretty view. *Quorndon* (p. 365) is 1 m. W.

111½ m. **Loughborough** (*Bull's Head*; *King's Head*), a thriving hosiery town (22,990 inhab.), has a large Dec. and Perp. church (All Saints) notable for its bold arches and for the uniformity of its mouldings. 'Great Paul' of London was cast in Messrs. Taylor's bell-foundry here.

Loughborough has a station on the main line of the G.C.R. (p. 365) and also (c. 1 m. distant) a terminal station for the L. & N.W. line to *Nuneaton* (p. 243). — The town is a good centre for excursions in Charnwood Forest (p. 357), which extends S.W.

Our line now crosses the Soar into *Nottinghamshire* (p. 365). — 116¼ m. *Kegworth.* The town, on the Leicestershire bank, is notable for its beautiful late-Dec. church, of a symmetrical and uniform design, with double aisles, good tracery, and fine glass. The church of *Kingston-on-Soar*, ¾ m. N. of the station, has a richly decorated 15th cent. chantry, profusely displaying the rebus (Babe-in-Tun) of the Babington family, to which Anthony Babington, the conspirator (executed in 1586), belonged. — We cross the *Trent* and enter Derbyshire.

Derbyshire is one of the most picturesque counties of England in virtue of the famous *Peak District* in the N. and N.W., which is described in Rte. 49. Its S. half is a pleasant land of meadows and open country. The chief rivers are the Derwent and the Dove, both tributaries of the Trent. The main industry is mining (coal and iron, with some lead and zinc), though Derby and some other towns are manufacturing centres of importance.

119¾ m. **Trent** (*Rfmts.*), one of the chief junctions (comp. p. 401) on the M.R. system, consists only of the railway station and of *Trent College*, an Anglican public school founded in 1866. The lines to Nottingham and to Derby here part company, the former running N.E., the latter N.W.

A local line to (13½ m.) *Derby* (see below) also runs E. viâ (4¼ m.) *Castle Donington*, 1 m. W. of which is *Donington Hall*, rebuilt by the Marquis of Hastings in 1795 and utilized during the War as an internment camp for officer prisoners-of-war. Beyond (7 m.) *Weston-on-Trent* we join the line from Ashby to Derby (p. 361).

The line from Trent to Nottingham, re-entering *Nottinghamshire* (p. 365), commands pleasant river-views. — 121¾ m. *Attenborough*, with the house where Henry Ireton (1611–51) was born. — 123¼ m. *Beeston* is a busy manufacturing town of 11,336 inhabitants. — 126½ m. **Nottingham** (Midland Station), see p. 365.

From Trent (see above) the M.R. trains to Derby, Manchester, and Liverpool follow the N. bank of the *Derwent*. 122¾ m. *Draycott.* The ancient church of *Wilne*, 1¼ m. S., was burned down in 1917, and its Saxon font (8–9th cent.) and the beautiful Willoughby Chapel (1622; monuments) were much damaged. — 125 m. *Borrowash*, 1 m. S. of which is *Elvaston Castle* (Earl of Harrington; no adm.), with notable gardens.

128½ m. **DERBY** (pron. 'Darby'; pop. 123,410), the capital of Derbyshire, the headquarters of the Midland Railway, and an important manufacturing town with a great diversity of industries, is situated on the W. bank of the Derwent. Though it is a place of great antiquity it is singularly devoid of monuments of the past.

Railway Stations. *Midland* (Rfmts.), Midland Road, for the M.R., for the L. & N.W.R. to Walsall, and for the N. Staffs Ry. to Crewe. — *Friargate* (Rfmts.), for the G.N.R. — *Nottingham Road*, a suburban station of the M.R.

Hotels. Midland, adjoining the Midland Station; St. James's, St. James St.; Royal, Victoria St.; Bell, Sadler Gate.

Post Office, at the corner of Victoria St. and St. James St.

Cabs. First mile 1/ for 1–3 pers., 1/6 for 4 or 5; then 6*d.* per ½ mile. By time 2/ per hr. for 1–3 pers., 2/6 for 4 or 5; then 6*d.* per ¼ hr. No charge for luggage. — Taxicabs 2*d.* per ¼ m., and 2*d.* per 2½ min. waiting (minimum 1/); by time first hr. 10/, then 2/6 per ¼ hr. — For both cabs and taxicabs, a fare and a half at night (12–6 a.m.). — Tramways traverse the main streets and connect the town with the railway stations, the race-course and cricket ground, etc. — Motor Omnibuses ply from the Corn Exchange to *Melbourne* (p. 361), *Ripley* (10 m. N.), *Alfreton* (p. 401), *Ashbourne* (p. 376), *Duffield* (p. 370), *Belper* (p. 370), *Chaddesden* (p. 361), *Borrowash* (p. 359), *Repton* (p. 337), and *Burton* (p. 336).

Amusements. *Grand Theatre*, Babington Lane. — Music Halls. *Palace*, Albert St., *Alexandra*, Normanton Road; *Hippodrome*, corner of Green Lane and Macklin St.; *Coliseum*, opposite the post office.

History. The Roman station of *Derventio* was at Little Chester, on the opposite bank of the Derwent. Derby was one of the 'Five Boroughs' held by the Danes (p. 366), and in the Anglo-Saxon period was a town of great importance. During the Civil War the town was held by the Parliament. In 1745 Prince Charles Edward with his Highland army penetrated as far S. as Derby, but after two days he was forced to begin his retreat to Scotland, where the disaster of Culloden awaited him. — The first English silk-mill was erected at Derby in 1715 by John Lombe, who stole the secret of the machinery from Piedmont, and in 1755 the Derby ceramic industry (comp. p. 361) was established by Wm. Duesbury of Longton. — Joseph Wright, the painter ('Wright of Derby'; 1734–97), was born in Iron Gate, and John Flamsteed (1646–1719), astronomer-royal, and Herbert Spencer (1820–1903) were likewise natives of Derby. Derby is the 'Stoniton' of 'Adam Bede.'

Adjoining the Midland Station are the locomotive and carriage works of the Midland Railway, covering an area of over 200 acres and employing nearly 16,000 hands. From the station Midland Road leads into London Road, which runs N. to (¾ m.) the centre of the town, passing a monument to Florence Nightingale (1820–1910) and the *Royal Infirmary* (1891). In St. Peter's St. is the church of *St. Peter's* (14–15th cent.). The Cornmarket leads straight on to the *Market Place*, with the *Town Hall*; while Victoria St. leads to the left to the Wardwick, with the *Free Library & Museum*. The last contains oak panelling from Exeter House, where the Young Pretender lodged in 1745. Behind, in the Strand, is the *Art Gallery*, with paintings (incl. two by Wright of Derby) and the Felix Joseph Collection of old Derby ware. At the beginning of Friar Gate, on the right, is *St. Werburgh's* (partly rebuilt), where Dr. Johnson was married to Elizabeth Porter on July 9th, 1735. — From the market-place Iron Gate leads N. to *All Saints*, which has a splendid Perp. tower, the pride of Derby, built in 1509–27 and 210 ft. high. The church, rebuilt by Gibbs in 1725, contains the tombs of 'Bess of Hardwick' (1518–1608), the building Countess of Shrewsbury, and of Henry Cavendish (1731–1810), the chemist. We note also the incised slab to sub-dean Lowe (c. 1450), the

unique wooden effigy of a canon (c. 1500), and the good ironwork screens. The *County Hall*, in St. Mary's Gate, opposite, is said to be the scene of Hetty Sorrel's trial ('Adam Bede'). Queen St. continues Iron Gate to *St. Alkmund's*, rebuilt in 1846. The Rom. Cath. church of *St. Mary* is one of Pugin's best works (1838). To the left is *Derby School*, founded in 1160 and restored by Queen Mary in 1554; among its famous pupils were Juxon and Flamsteed. On the right Bridge Gate leads to St. Mary's Bridge, with the chapel of *Our Lady of the Brigg*, an interesting relic of old Derby (c. 1330).

In Osmaston Road, not far from the Midland Station, are the works of the *Royal Crown Derby Porcelain Company* (comp. p. 360), open to visitors daily (except Sat.) 9.30–12 and 2–4.30, adm. 6*d.*; the showroom, containing a valuable collection of Old Derby and modern ware is open free from 9 to 5 (Sat. 9–12). The present company was established in 1877 to revive the Derby porcelain industry, which had declined since the days of Duesbury. — Adjacent is the *Arboretum*, a pleasant little park of 22 acres, containing the 'Headless Cross,' in a hollow of which, filled with vinegar, the townsfolk used to place their money during the plague of 1665, when buying provisions from the country people.

About 4 m. N.W. of Derby is *Kedleston* (Earl Curzon), a classical mansion built from the designs of James Paine and Robert Adam in 1759–65, of which Dr. Johnson said it would do excellently for a town hall; it contains a valuable collection of paintings (no adm.). The church contains a fine series of monuments of the Curzon family (who have lived here for over eight centuries) and the beautiful memorial chapel of Lord Curzon's first wife. — Excursions may be made also to *Chaddesden*, 2½ m. E., and to *Morley*, 5 m. N.E., each of which possesses a church of great interest; also to *Dale Abbey* (4½ m. E.), the fragmentary relics of a Premonstratensian house; etc. — It should not be forgotten that Derby is the 'Gateway of the Peak' (Rte. 49).

From Derby to Ashby de la Zouch, 16½ m., M.R. in about 40 min. (2/2, 1/4). — 4 m. *Chellaston*, where the Castle Donington line diverges (p. 359), is near the long 14th cent. *Swarkeston Bridge* over the Trent, the most southerly point reached by the advance guard of the Highlanders in 1745. — 7 m. *Melbourne* (Melbourne Hotel), a town of 3722 inhab., has a noble early-Norman church, restored by Scott. *Melbourne Hall* (c. 1700), with its delightful Dutch gardens and garden sculpture (visitors sometimes admitted), was once the seat of Lord Melbourne, and here Baxter began his 'Saints' Everlasting Rest.' — 8¾ m. *Tonge & Breedon*. *Breedon Priory*, 1 m. W., has a fine church with a remarkable sculptured frieze from an earlier building. — 16½ m. *Ashby* (p. 358).

From Derby to Walsall, 33½ m., L. & N.W.R. from the Midland Station in 1¼–1¾ hr. (5/, 2/9½). — From Derby to (11 m.) **Burton** and (14¾ m.) *Barton & Walton*, where we diverge from the M.R., see p. 336. — The N.W. line now runs close to a Roman road, crossing the Trent at (17½ m.) *Alrewas*, which has an interesting church (Norman-Perp.). — 21½ m. *Lichfield* (Trent Valley Station; p. 244), on the main line of the L. & N.W.R. — 22¾ m. **Lichfield** (City Station; p. 244). — The line now crosses a colliery district to (33½ m.) *Walsall* (p. 336).

From Derby viâ Uttoxeter to Crewe or Macclesfield, from the Midland Station: to *Crewe*, 51 m. in 1¾–2¼ hrs. (8/4, 4/2); to *Macclesfield*, 52 m. in 2–3 hrs. (8/6, 4/3). — Beyond (8½ m.) *Egginton*, the junction of the G.N.R. from Nottingham and of a line to Burton-on-Trent (5¼ m.; p. 336), our line ascends the course of the *Dove*, which separates Derbyshire from Staffordshire. 11½ m. **Tutbury** (*Castle Hotel*). The *Castle* (of no great interest) was built by the Ferrers family c. 1086, but the existing remains are chiefly those of a mansion erected by John of Gaunt c. 1361, in which Mary Stuart was prisoner in 1569, 1570, and 1585. The *Church* is the nave of a Benedictine priory founded c. 1086 and shows good *Norman work of the first and third quarters of the 12th century. — 14¾ m. *Sudbury*. The Hall (Lord Vernon) is picturesque

red-brick work of 1615–20. The church of *Hanbury*, 2½ m. S., claims to have the oldest alabaster effigy in England (Sir John Hanbury; d. 1303). — 19½ m. **Uttoxeter** (*Rfmts.*; *White Hart*), with 5717 inhab., is best remembered for the self-imposed penance of Dr. Johnson, who stood bare-headed in the rain in the market-place to expiate his refusal, fifty years before, to attend his father's bookstall (bas-relief on the conduit). Hence to *Ashbourne*, sec p. 375; to *Stafford* by the G.N.R., see p. 248.

The line from Uttoxeter to CREWE runs to the N.W. — 25¼ m. *Leigh. Checkley*, 1½ m. N.E., has a fine *Church, with a Dec. chancel, some ancient glass, and two Saxon crosses. — 28½ m. *Cresswell*, junction for (3¾ m.) *Cheadle* (Wheatsheaf, pens. from 8/), a pleasantly situated town with a Rom. Cath. church by A. W. Pugin (1846). — 30¼ m. *Blythe Bridge*, 1½ m. N. of which is *Caverswall Castle* (adm. by special request), a massive Jacohean manor-house built in 1643 by Matthew Cradock, first governor of the Massachusetts Company. — The railway now crosses the **Potteries** (p. 249), passing *Longton* (33¾ m.), *Fenton* (34¾ m.), *Stoke-on-Trent* (36 m.), *Etruria* (37¼ m.), and *Harecastle* (42¼ m.), beyond which we enter *Cheshire* (p. 250). — 51 m. *Crewe*, see p. 350.

The line from Uttoxeter to MACCLESFIELD ascends the pretty *Churnet Valley*, skirting the W. verge of the Peak District (Rte. 49). — 23¾ m. (from Derby) *Rocester*, at which are remains of a Roman camp and a churchyard cross in unusually good preservation, is the junction of a line to *Ashbourne* (11¼ m.) viâ *Norbury* (see p. 375). — Beyond (24½ m.) *Denstone*, with a large boys' school, the valley contracts to a wooded glen. 27¼ m. *Alton* (Shrewsbury Arms). Perched on a lofty sandstone cliff (S.) are the exiguous castle-ruins (c. 1175), in the grounds (sometimes shown) of the Convent of the Assumption (French nuns), a picturesque building by the elder Pugin. On the opposite side of the glen is *Alton Towers* (Earl of Shrewsbury; no adm.). About 3 m. S. are the picturesque 13th cent. ruins of *Croxden Abbey*, founded by Cistercians in 1176 (always open). The principal remains are those of the W. front and S. transept of the church (which had a fivefold apse) and of the chapter-house and other buildings on the E. side of the cloister. — 38¼ m. **Leek** (*Red Lion*; *George*, small but comfortable) is a clean and well-built town (16,663 inhab.) with important silk-mills. The churchyard, in which is a fine Saxon cross of unusual type, commands a striking view of the *Roches* or *Roaches*, a range of hills c. 5 m. N.E., perhaps the best example in the country of tumbled masses of millstone grit. They may be visited by a digression to the left from the wild moorland road that leads to (12 m. direct) Buxton (p. 376). About 1½ m. N. of Leek, in a delightful situation, are the slight 13th cent. remains of *Dieulacresse Abbey* (no adm.), founded by Cistercians and translated hither in 1214. Railway from Leek to *Hulme End*, see p. 376. — 40¼ m. *Rudyard* (Rudyard Lake Hotel), from which Mr. Kipling takes his name, is situated on a reservoir which has almost the charm of a natural lake (2 m. long; boating). From (43¼ m.) *Rushton* we may visit *Swythamley Park* (3 m. N.E.) and the lovely scenery of the lower Dane valley (p. 378). We now enter *Cheshire* (p. 250). — 47 m. *North Rode*, where we join the line from Stafford and Stoke, and thence to (52 m.) *Macclesfield*, see p. 250.

From Derby to the *Peak District* and *Manchester*, see Rte. 49A; to *Burton-on-Trent* and *Birmingham*, see p. 336; to *Stafford*, see p. 248.

48. FROM LONDON TO NOTTINGHAM AND SHEFFIELD

VIÂ RUGBY AND LEICESTER.

165 m. G.C.R. (Marylebone Station) in 3–4 hrs. (20/11, 13/1); to (83¼ m.) *Rugby* in 1½–3 hrs. (12/1, 6/10½); to (103 m.) *Leicester* in 1¾–3½ hrs. (13/, 8/0½); to (126¼ m.) *Nottingham* in 2¼–5 hrs. (16/4, 10/3). — *Rugby* may be reached also by the L. & N.W.R. (Euston), see Rte. 34; *Leicester* and *Sheffield* by the M.R., see Rtes. 47, 52B; and *Nottingham* by the M.R. or the G.N.R., see Rte. 47 and p. 392.

The G.C.R. has two main routes out of London, bifurcating at (5¼ m.)

Neasden and reuniting at *Calvert* (p. 364), and used indiscriminately by both express and slow trains. The shorter line viâ Aylesbury is described below; the other (4½ m. longer) viâ High Wycombe is described in Rte. 44B.

From London viâ (17½ m.) *Rickmansworth*, in the pretty valley of the *Chess*, and (19½ m.) *Chorley Wood*, where we enter *Buckinghamshire* (p. 327), to (21¾ m.) *Chalfont & Latimer*, the junction for *Chesham* (4 m.), see the *Blue Guide to London*. — 23¾ m. *Amersham* (Griffin; King's Arms), an old-fashioned little town (3392 inhab.), has a quaint market hall and almshouses (1617). In the church are monuments of the Drake family, whose seat is at *Shardeloes*, an Adam mansion in a fine park (public paths). Edmund Waller (1606–87) was born at *Coleshill*, 2 m. S. The line now crosses the beech-clad CHILTERN HILLS, a picturesque group of chalk downs, with a maximum height of about 900 ft.

The only way in which a member of Parliament may voluntarily vacate his seat is by accepting an office of profit under the Crown, and the Stewardship of the Chiltern Hundreds (Stoke, Desborough, and Burnham) is the office for which application is usually made with that end. The nominal duty of the Steward is to protect the inhabitants of the hundreds from bandits (who once lurked in the thick beech-forests), and his nominal salary is 20/.

At (29 m.) *Great Missenden* (Red Lion; Buckingham Arms), a quiet, old-fashioned place in a beautiful valley, we approach a district closely associated with John Hampden (1594–1643), the patriot, who was member of Parliament for Wendover (see below) and afterwards for Buckinghamshire.

About 3 m. W. is *Hampden House* (Earl of Buckinghamshire; no adm.), largely rebuilt in the 18th cent., which was long Hampden's residence. Close to the house is the church of *Great Hampden*, where he is buried (no monument); it contains the tomb of his first wife (d. 1634), with a touching epitaph, and several 15–16th cent. brasses of the Hampdens. Near *Prestwood*, 3 m. S., a stone cross marks the parcel of land for which Hampden refused to pay the illegal 'ship-money' tax of 20/.

33½ m. *Wendover* (Red Lion; Shoulder of Mutton), picturesquely situated between two hills, is an admirable centre for walks. Chequers (p. 328) lies 2¼ m. to the S.W. — The railway now descends into the fertile *Vale of Aylesbury*, noted for its rich pastures and interesting village-churches. — 36 m. *Stoke Mandeville*.

38¼ m. **Aylesbury** (*Crown*; *George*; *Greyhound*), the county town (11,048 inhab.) of Buckinghamshire, is noted for its ducks and dairy-produce. The church of *St. Mary* (E.E.) has a good Norman font and an early crypt beneath the Lady Chapel and contains the Elizabethan tomb of Lady Lee (1545). In the market square is a statue of John Hampden.

Hartwell House, 2 m. S.W., was occupied by Louis XVIII in 1808–14, and at *Dinton*, 2¼ m. farther on, are an interesting manor-house and church. Both are connected with the influential Lee family; and at *Hardwick*, 3½ m. N., is the tomb of Sir Robert Lee (d. 1616), ancestor of Gen. Robert E. Lee.

From Aylesbury to *Princes Risborough* (G.W.R.), see p. 328; to *Cheddington* (L. & N.W.R.), see p. 237. The stations at Aylesbury are 1 m. apart.

43 m. *Waddesdon Manor* is the station for (2½ m. S.W.) the conspicuous mansion of Miss Alice de Rothschild, built in

1880 in the style of a French château. — At (44¼ m.) *Quainton Road* the Met. & G.C.R. joint line to (6¼ m.) *Verney Junction* (p. 321) diverges. From the station a steam-tramway runs to (6¼ m.) *Brill* (p. 328).

At (48¾ m.) *Calvert* the two lines of the G.C.R. reunite (comp. p. 328) and we cross the L. & N.W.R. from Oxford to Bletchley (p. 321). — 54½ m. *Finmere*, 4 m. W. of Buckingham (p. 321), is in *Oxfordshire* (p. 322), but we enter *Northants* (p. 240) before reaching (59¼ m.) *Brackley* (Crown), a picturesque old town (2633 inhab.), with another station on the Bletchley-Banbury branch of the L. & N.W.R. (p. 321). Magdalen College School, founded by William of Waynflete in 1447, incorporates the old chapel of St. John's Hospital. The manor-house is now a girls' school. — 62½ m. *Helmdon*, with another station on the Blisworth-Banbury line (p. 238), is 2½ m. S.E. of Sulgrave.

*Sulgrave, the home of the Washington family (1539–1610), before they removed to Brington (p. 241), was purchased about the middle of the 16th cent. by Laurence Washington (p. 239), the seventh ancestor in direct ascent of the famous President. In 1914, to commemorate the 100th anniversary of the Treaty of Ghent, the manor-house (afterwards a farm-house), together with ten acres of land, was purchased by the British Peace Centenary Committee and presented to the Sulgrave Institution, to be restored and equipped as a *Washington Museum* (open free daily from 8 to 6). The porch bears the Washington coat-of-arms (erroneously regarded as the origin of the 'Stars and Stripes'), described in heraldic language as a "barry of four, gules and argent; on a chief azure three mullets of the second; crest, a demi-eaglet sable rising from an earl's coronet." The interesting village-church contains some mutilated memorial brasses of the Washington family. The London office of the Sulgrave Institution is at 1 Central Buildings, Westminster; the New York address is Suite 3903, Woolworth Building.

66 m. *Culworth*, 2 m. N. of Sulgrave. — 69 m. **Woodford & Hinton** (*Rfmts.*; *Hinton Gorse*; *White Hart*), an important junction on the G.C.R. system. Through-carriages from London are detached here for (24¼ m.) *Stratford-on-Avon* (see p. 238), while a branch-line diverges S.W. to (11¼ m.) *Banbury* (p. 329), thus linking up the G.C.R. and G.W.R. systems.

71½ m. *Charwelton*, at the source of the *Cherwell*, which rises in the cellar of Cherwell House, an old farm. Close by is a picturesque 13th cent. footbridge. The Perp. church contains the fine brasses and tombs of the Andrew family. About 2 m. N.E. of the station is *Fawsley* (no adm.), the Tudor seat of the Knightleys, where some of the Marprelate Tracts were printed. The church contains the family monuments (from 1516 onwards), and in the beautiful park are the picturesque ruins of the old dower-house. Fine view from *Arbury Hill* (734 ft.), 2 m. N.E. of the station. — We now pass through the *Catesby Tunnel* (1⅝ m.) and enter *Warwickshire* (p. 325). — Near (78½ m.) *Braunston & Willoughby* we cross the L. & N.W.R. from Weedon to Warwick (p. 242).

83¼ m. **Rugby** (*Rfmts.*), see p. 242. The station on the main line of the L. & N.W.R. is 1 m. from the Central (G.C.R.) station.

The G.C.R. now crosses *Watling Street* and enters *Leicestershire* (p. 354). On the right is *Shawell*, at the rectory of

which much of Tennyson's 'In Memoriam' was written. — 90 m. *Lutterworth* (Denbigh Arms; Hind), where John Wycliffe was rector from about 1374 till his death in 1384. In 1414 his works were condemned by the Council of Constance, and his remains were disinterred, burned, and thrown into the little river *Swift*. St. Mary's contains a number of alleged Wycliffe relics, and also two fine frescoes. Near it is the *Wycliffe Memorial* (1897). About 4 m. W. is *Newnham Paddox*, the seat of the Earl of Denbigh (no adm.). — Beyond (94 m.) *Ashby Magna* we cross the M.R. from Leicester to Rugby (p. 358), and beyond (98½ m.) *Whetstone* the lines from Leicester to Nuneaton (p. 358) and to Burton (p. 357).

103 m. **Leicester** (*Rfmts.*), see p. 355. The Central (G.C.R.) station is 1 m. from the M.R. and 1¼ m. from the G.N.R. station (tramway).

The G.C.R. now follows the course of the *Soar* (comp. also the M.R., pp. 358, 359). — 108 m. *Rothley*, on the E. verge of Charnwood Forest (p. 357). *Rothley Temple* (no adm.), an Elizabethan mansion with the chapel of a preceptory of the Templars, was the birthplace of Lord Macaulay (1800–59). — 111 m. *Quorn & Woodhouse*, 1 m. W. of *Quorndon*, the headquarters of the famous Quorn Hunt (pron. 'Corn'), with a number of 16th cent. tombs in the church, and 1 m. E. of *Woodhouse*, the little Perp. church of which contains some fine stained glass. Close by are *Beau Manor* (no adm.), the beautiful home of the Herrick family, of which Robert Herrick and Dean Swift were connections, and *Woodhouse Eaves*, a popular starting-point for excursions in Charnwood Forest (p. 357). — Beyond (113 m.) *Loughborough* (p. 359) we cross the Soar and enter Nottinghamshire.

Nottinghamshire, or **Notts**, the country of Lord Byron and Robin Hood, contains no very striking scenery, but its forests and streams, its uplands and fertile dales, its busy villages and towns, and its handsome private 'seats' are characteristically English. Its river is the navigable Trent. *Sherwood Forest* and the *Dukeries* are described elsewhere (Rte. 50). This county saw the beginning of the Civil War, for the royal standard was unfurled at Nottingham.

In the church of (117½ m.) *East Leake* is preserved a 'shawm,' or long trumpet formerly used by the bass singer. About 3 m. N. is *Gotham*, famous for its 'Wise Men' who attempted to make a hedge round a cuckoo and went to sea in a bowl. Washington Irving seems to have been the first to apply this name to New York. — 122¼ m. *Ruddington*, 3 m. S. of which is the picturesque village of *Bunny*, practically rebuilt by Sir Thomas Parkyns (1664–1741), with an exquisite 14th cent. church. — We cross the *Trent*.

126½ m. **NOTTINGHAM** (pop. 259,904), the capital of Nottinghamshire, a thriving and improving industrial city with various manufactures, is especially noted as the chief centre in the world of the lace and hosiery industry. It is situated nearly in the centre of England, on a rocky hill sloping down to the *Trent*, near the point where it is joined by the little river *Leen* (now covered over).

Railway Stations (*Rfmts.* [at all). *Midland*, Carrington St., for the M.R. main line, used also by the L. & N.W.R. trains to Nuneaton, Leamington, and Coventry. — *Victoria*, Milton St., for the G.C.R. main liue, and for the G.N.R. — *London Road*, adjoiniug the Midland Station, a secondary station of the G.N.R.

Hotels. Victoria Station Hotel, R. from 5/, L. 3/, D. 5/; Black Boy, Long Row; Flying Horse, Poultry, a quaint old house; Rufford, Theatre Quadrant; Welbeck, Milton St.; Maypole, Long Row; Albert, Derby Road, commercial, pens. 12/6. — St. Peter's, St. Peter's Sq.; George, George St.; Lester's, Hounds Gate; Washington, Pelham St., these four temperance hotels.

Restaurants. *Welbeck*, Milton St.; *King's*, Beastmarket Hill; *Lyons'*, *Calvert's*, *Mikado*, Long Row.

Post Office, Queen St. — American Consul, *Calvin Milton Hitch*; vice-consul, *Leroy Webber*.

Cabs (fares increased 25% during the War). First mile for 1–3 pers. 1/, for over 3 pers. 1/6, then 6*d*. and 9*d*. per ½ m. By time: 1st hr. 2/6 and 3/, then 6*d*. and 9*d*. per ½ hr. — Motor Cabs. First mile 1/, then 2*d*. per ½ m.; waiting, 2*d*. per 2½ min.; each pers. beyond three, 6*d*. For both cabs and motor-cabs, a fare and a half at night (12–6).

Tramways traverse the main streets and run to several places in the environs.

Amusements. *Theatre Royal*, Upper Parliament St.; *Grand*, Radford Road. — Music Halls. *Empire*, South Sherwood St.; *King's*, Market St.; *Hippodrome*, corner of Wollaton St. and Goldsmith St.

History. The Saxon *Snotingaham* was occupied by the Danes in 868 and became the chief of the five boroughs of the Danelagh (the others being Derby, Leicester, Lincoln, and Stamford). It was recaptured in 922 by Edward the Elder, who built the first bridge at the important strategical crossing of the Trent. After the Conquest a strong castle was built here, which became the key of the Midlands and a favourite royal residence, and the town was divided between two distinct boroughs, Norman and English, which shared even the market-place. In 1642, at the opening of the Civil War, Charles I unfurled his banner at Nottingham (on Standard Hill), but the castle was seized and held by Col. Hutchinson (p. 354) for the Parliament, by whose orders it was finally demolished in 1651. The prosperity of Nottingham dates from the invention of the stocking-frame by the Rev. Wm. Lee of Calverton in 1589. Hargreaves came to the town with his spinning-jenny in 1768 (comp. p. 453), and in 1769 Arkwright (p. 452) erected his first spinning-mill here. The Luddite riots of 1811–16 broke out and were most violent at Nottingham. The *Luddites*, bands of starving weavers who saw a panacea for their evil plight in the wholesale destruction of machinery, are said to have taken their name from Ned Lud, a half-witted lad who had destroyed a couple of looms in an imbecile rage. — Among the famous natives of Nottingham are Col. Hutchinson (1616–64), Thomas and Paul Sandby, the artists (1721–98 and 1725–1809), Henry Kirke White (p. 367) and Philip James Bailey (p. 367), poets, General Booth (1829–1912), and Capt. Albert Ball, V.C., the airman (d. 1917; monument in the market-place). Lord Byron lived as a boy in Pelham St. and in St. James St. (1798–99). William and Mary Howitt kept a chemist's shop at the corner of Parliament St. and Newcastle St.

The **Castle** crowns a precipitous rock 133 ft. high. The present building, in a heavy Italian style, was erected in 1674–79 by the first Duke of Newcastle, on the site of the Norman castle, built soon after the Conquest by William Peveril, the sole relic of which is the Edwardian gateway. It was burned down by the Reform rioters in 1831, and was restored in 1875–78, when the corporation leased it from the duke's trustees and opened it as a ***Museum and Art Gallery** (open on week-days 10–9, Fri. 10–4, Sun. 2–5; adm. free, Fri. 6*d*.). On the ground-floor are the classical antiquities, including the Savile Collection from the Temple of Diana at Nemi; sculptures; pottery, including the Felix Joseph

Collection of Wedgwood ware ; armour and decorative ironwork ; and an interesting collection of lace and textiles. On the upper floor are the engravings, water-colours, and paintings, including a number of Dutch and Flemish works and examples of G. F. Watts (' The Spirit of Christianity '), George Morland, Hoppner (Portrait of Kirke White), R. P. Bonington, Richard Wilson, Turner, Constable, Lawrence, and Raeburn. On application to the attendant (fee 3*d.*) the visitor is shown the dungeons and ' Mortimer's Hole,' a subterranean passage 100 yds. long by which the young Edward III is said to have gained access to the castle in 1330 in order to arrest his mother Queen Isabella and her paramour Earl Mortimer.

Park St. leads N.E. from the castle to the **Market Place,** the largest in England (5½ acres), some of the houses in which retain their pillared projections. Here, in the first week of Oct., is held the famous ' Goose Fair,' now entirely given over to merrymaking. On the E. side is the *Exchange*, in the Shambles at the side of which is the house where Henry Kirke White (1785–1806) was born. Long Row, on the N. side of the market-place, contains the best shops in the city. In Angel Row, on the S.W. side, is *Bromley House*, a fine Queen Anne mansion.

Wheeler Gate leads S. from the market-place, past *St. Peter's Church*, to Castle Gate (r.) and the Pavement (l.). Marshal Tallard, taken prisoner at Blenheim (1704), resided for a time at *Newdigate House*, in Castle Gate, and is said to have taught allotment-gardening to the citizens. Middle Pavement leads to Weekday Cross, on the left side of which stood the house where Philip James Bailey (1816–1902), author of ' Festus,' was born. On the S. side of High Pavement is the *Unitarian Chapel*, attended by Byron as a boy. In this chapel, which has stained glass by Burne-Jones and Holliday, S. T. Coleridge preached a charity sermon in 1796 and Bonington was baptized in 1802. *St. Mary's*, an imposing Perp. church of the late 15th cent., has a fine nave, a massive central tower, and a painting by Fra Bartolomeo.

From the market-place Market St. and South Sherwood St. lead N. to the *Guildhall*, a handsome building at the corner of Burton St., and to the **University College,** in Shakespeare St., a tasteful structure of 1877–81. The college, for which university rank is imminent, has departments of language and literature, mathematics, physics and engineering, chemistry and natural sciences. In connection with the college are the *Natural History Museum* (entrance in Bilbie St.) and the *Technical Schools* (1892). Shakespeare St. leads N.W. to the *Arboretum*, a beautiful park with aviaries and a statue of Feargus O'Connor (1794–1855), the Chartist leader and M.P. for Nottingham in 1847–48. On the S. side is the *School of Art*, on the N. the *High School* (founded 1513).

In Derby Road, to the W. of the market-place, is the *Roman Catholic Cathedral*, an early work by Pugin, in a severe E.E style. Close by is the *Albert Hall*, built in 1909 by the Wesleyans (organ-recitals on Sat. afternoons in winter).

On the S. side of the town (c. ¾ m. from the Midland and London Road Stations) is the handsome **Trent Bridge** (1869–71), which crosses the river to the famous *Trent Bridge Cricket Ground*, of the Notts County Club. Pleasure-boats may be hired at the bridge, and small steamers ply thence downstream (E.) to *Colwick Park* (a popular resort, with a racecourse) and *Colwick Hall*, the home of Mrs. Musters, Byron's Mary Chaworth (d. 1832), who is buried in the church.

About 3 m. W. of Nottingham (½ m. beyond the Lenton tramway-terminus) is ******Wollaton Hall* (adm. occasionally on application to the estate agent), the magnificent Renaissance mansion of Lord Middleton, built by Robert Smithson for Sir Francis Willoughby in 1580–88. The family-portraits include one of Sir Hugh Willoughby (d. 1554), the Arctic explorer. The large park has a notable avenue of limes, and the first glass-house in England for the protection of plants is said to have been erected in the beautiful gardens (17th cent.). — *Lenton*, a little farther on, once the seat of a priory, has a carved Norman *****Font in its modern church.

From Nottingham to Mansfield (Sherwood Forest, the Dukeries), 17 m., M.R. in ½–1 hr. (1/9, 1/), traversing a coalfield. 2¼ m. *Radford*; 4 m. *Basford*; 5½ m. *Bulwell*. *Nuthall Temple*, 2 m. W. of the last, is a copy of Palladio's Villa Capra, near Vicenza. — In the church of (8½ m.) *Hucknall Torkard*, a colliery town (15,870 inhab.), Lord Byron (see below) rests beneath a slab of rosso antico presented by the King of Greece. His mother and daughter also are buried here. For the G.C.R. and G.N.R. stations, see below — 10½ m. *Newstead* (with another station on the G.N.R., see below). About 1¼ m. E. is ***Newstead Abbey**, the ancestral home of Lord Byron (1788–1824). The original 12th cent. Augustinian priory, founded by Henry II, was converted into a residence in 1540 by Sir John Byron of Colwick. During the poet's minority the place was let, but he resided at intervals here between 1806 and 1816, and in 1818 he sold it to Col. Wildman. The abbey is now occupied by Sir Charles Markham and visitors are sometimes admitted on previous application. The cloister-square, containing the old refectory and the chapter-house (now a chapel), remains practically perfect, but virtually nothing of the church exists save the lovely late 13th cent. W. front. Byron's bedroom remains much as he left it and a few relics of him are shown. Near the N.E. angle of the house is buried his favourite retriever 'Boatswain.' The house contains also relics of David Livingstone (1813–73), a friend of a former proprietor. — 11¼ m. *Annesley*, with *Annesley Hall* (2 m. S.W. of Newstead Abbey), the early home of Byron's Mary Chaworth (see above). — 13½ m. *Kirkby-in-Ashfield*, junction for (5½ m.) *Pye Bridge* on the M.R. main line (p. 401). 14¾ m. *Sutton Junction*, for *Sutton-in-Ashfield* (¾ m.; see below). — 17 m. *Mansfield* (p. 382).

A branch of the G.N.R. runs N. from Nottingham (Victoria and London Rd. High Level stations) to (22½ m.) *Shirebrook* (p. 383), passing *Hucknall Torkard* (10 m.; see above), *Newstead* (12¾ m.; see above), and *Sutton-in-Ashfield* (17¼ m.), a coal-mining and hosiery-making town of 21,708 inhabitants.

From Nottingham to Lincoln, 33 m., M.R. in ¾–1½ hr. (4/4, 2/9). This line (through-trains from London) keeps near the left bank of the *Trent*, commanding beautiful views. — 9½ m. *Thurgarton*, the fine church of which preserves a W. doorway and other remains of a 13th cent. priory. — 12½ m. *Fiskerton*, whence a ferry crosses the Trent to *East Stoke*, the scene of the battle of Stoke Field, where the pretender Lambert Simnel was defeated and captured by Henry VII in 1487. — At (13½ m.) *Rolleston Junction* the line from Newark to Southwell and Mansfield diverges (p. 392). — 17 m. **Newark**, with another station (1 m. distant) on the main line of the G.N.R., see p. 392. — 33 m. *Lincoln* (Midland station), see p. 513.

From Nottingham by the M.R. to *Derby*, *Leicester*, *Bedford*, and *London*, see Rte. 47; to *Grantham*, see p. 392; to *Melton Mowbray* and *Kettering*, see p. 354; to *Market Harborough*, see p. 355.

128 m. *New Basford*; 129¾ m. *Bulwell Common* (comp. above). — The G.C.R. now runs in company with the M.R. and G.N.R. (see above) through a coal-mining and iron-working district. — 132½ m. *Hucknall Town* (see above). — Beyond (138¼ m.) *Kirkby & Pinxton* we enter *Derbyshire* (p. 359).

— 143 m. *Tibshelf*. — 144½ m. *Pilsley*, 2 m. W. of Hardwick Hall (p. 382). — At (146¾ m.) *Heath* a loop-line diverges on the left for (5¼ m.) *Chesterfield* (Central Station; p. 401), rejoining the main line at (152¾ m.) *Staveley*, which has large iron-works. The church contains the monuments of the once powerful Frecheville family. — 159¾ m. *Woodhouse*, where we are joined by the line from Lincoln (p. 404).

164¾ m. **Sheffield** (Victoria Station), see p. 402.

49. THE DERBYSHIRE PEAK.

The hill region known as the **Peak of Derby** is constituted by the termination of the Pennine Chain. The Peak proper is comprised in the N. and N.W. portions of Derbyshire itself, but its characteristic scenery extends for a considerable distance into the 'Moorlands' district of Staffordshire, and also (to a lesser degree) into Cheshire. This scenery, long since famous, is divisible into two great types. The loftiest and wildest portion, attaining in three instances to a height of more than 2000 ft., is formed of the millstone-grit and Yoredale series, and consists of desolate, heather-clad moors, broken by cultivated valleys, the containing hills of which are often guarded towards their summits by low, black lines of crag locally known as 'edges.' The carboniferous limestone country, on the contrary, in the centre of the district, nowhere reaches an elevation of more than 1600 ft., and approximates more closely to an undulating plateau; heather is here replaced by a sweet, green turf, divided by loose stone walls (built without mortar) into an endless chequer of fields; and wood is almost wholly absent. The scenery is so far inferior to that of the millstone-grit; but its monotony is redeemed by its intersection at frequent intervals by narrow cañons, or ravines, in connection with the drainage of the Manifold, Dove, and Wye. It is in these ravines, which are often bounded (notably at Matlock, in Cheedale, and in Dovedale) by noble walls of gleaming white cliff, that we find the unique characteristic of Derbyshire. The scale, of course, is diminutive; but in point of beauty these glens can vie even with the grand gorges of the Tarn, in Central France. The subterranean marvels for which Derbyshire is also famous are perhaps less striking than those of the Mendips and Craven.

The Peak, like other hill districts, is best explored on foot: but a superficial survey of what is best in it, natural and artificial, may be made by the motorist who follows the easy round, Derby—Matlock—Rowsley—Baslow—Hathersage—Castleton—Buxton—Bakewell—Ashbourne—Derby. Divergences, of course, will naturally be made to sites of interest a little off the route, such as Haddon, Eyam, Chee Tor, Cratcliffe Tor, and Dovedale. Good walkers may explore the district pretty thoroughly by the following twelve-day itinerary (all distances approximate only). i. Matlock to Matlock, viâ Whatstandwell, Crich, Wingfield Manor, and Dethick (15 m.); ii. Matlock to Bakewell, viâ Bonsall, Winster, Cratcliffe Tor, Alport Bridge, Lathkill valley, and Monyash (16 m.); iii. Bakewell to Bakewell, viâ Chatsworth and Haddon (8 m.; p. 374); iv. Bakewell to Ashopton, viâ Baslow, Stony Middleton, Eyam, Abney, and Thornhill (12 m.); v. Ashopton to Ashopton, viâ Broomhead, Midhopestones, Langsett, Slippery Stones, and Derwent Hall (26–30 m.: p. 379); vi. Ashopton over Win Hill to Castleton and its caves (1 m.); vii. Castleton to Castleton, round Kinderscout (25 m.; crossing the hill to Edale, and then as on p. 380); viii. Castleton to Buxton, viâ Chapel, Combs, Goyt's Bridge, and 'Cat & Fiddle' (18 m.); ix. Buxton to Hartington, viâ Ludchurch and the Roches (21 m.); x. Hartington to Ashbourne, viâ the Dove (10 m.); xi. Ashbourne to Bakewell, viâ Tissington, Parwich, Newhaven Inn, Youlgreave, and Upper Haddon (18 m.); xii. Bakewell to Buxton (18 m., as on p. 374).

A. FROM DERBY TO MANCHESTER (MATLOCK AND BUXTON).

61¼ m. M.R. in 1¾–3 hrs. (7/8, 4/10); to (17¼ m.) *Matlock* in 25–70 min. (2/3, 1/5); to (37 m.) *Buxton* in 1–2½ hrs. (4/11, 3/1). This is one of the most beautiful and interesting railway routes in the kingdom.

Derby, see p. 359. — We cross the *Derwent* (view of Derby to the left) and ascend its valley to (5¼ m.) *Duffield*. Near the station are the excavated foundations of a Norman keep, one of the largest in the kingdom. In the church c. 1 m. S.) is a monument to Anthony Bradshaw (d. 1614), great-uncle of the regicide.

From Duffield a branch-railway ascends the pastoral valley of the *Ecclesbourne* to (8¼ m.) **Wirksworth** (pop. 3888; *Red Lion*), a small market-town and capital of the lead-mining district of the Low Peak. At the *Moot Hall* is preserved the Miners' Standard Dish (temp. Henry VIII). In the fine *Church*, mostly of the 13–14th cent., is a remarkable Saxon tombstone. Wirksworth is probably the 'Snowfield' of George Eliot's 'Adam Bede.' The novelist's aunt, Elizabeth Evans (d. 1849), who is supposed to have supplied the hint for 'Dinah Morris,' is commemorated by a tablet in the Wesleyan Chapel, whilst her pulpit is preserved in the United Methodist church. — The road to Ashbourne (p. 376), 11 m. S.W., commands picturesque views.

The Derwent is crossed nine times between Duffield and Matlock Bath. — 7¾ m. *Belper* (pop. 11,640) has large cotton-mills. — Beyond (10¼ m.) *Ambergate*, the junction of a line to Wingfield (3¾ m.; p. 371) and Chesterfield (13¾ m.; p. 401), the valley increases in beauty. — 12½ m. *Whatstandwell*, station for (2 m.) the much-quarried *Crich Stand* (955 ft.), the scene of a landslip in 1882 (*View). — On the right are the woods of *Lea Hurst*, residence of Florence Nightingale (d. 1910). — 15¼ m. *Cromford* (Greyhound). Here Richard Arkwright established the first cotton-mill in Derbyshire (1771). The beautiful grounds of *Willersley Castle* (late 18th cent.) are open on Mon. in summer (9.30–4.30). About 2 m. E., by hilly lane and footpath, is the 13th cent. chapel of *Dethick*, with a good 16th cent. tower. Adjacent are slight remains of a mansion of the Babingtons (comp. p. 359). — We pass by a tunnel into the romantic vale of Matlock.

16 m. **MATLOCK BATH** and (17¼ m.) **MATLOCK**. Under the general head of Matlock are comprised the two adjacent, but wholly distinct, watering-places of *Matlock* (6745 inhab.) and *Matlock Bath* (1802 inhab.), situated on the Derwent. The former is the more important, though decidedly the less picturesque. Matlock itself consists of two distinct portions, i.e. *Matlock Bridge*, on the bank of the river, and *Matlock Bank*, on the hill above. Matlock Bath, in summer, is apt to be over-run by trippers. Matlock owes its modern reputation to the great water-cure establishments at Matlock Bank, the first of which was opened by Smedley in 1853. Its tepid springs (68° Fahr.), now of little repute, may be drunk at the Pump Room and the Fountain Baths (1*d.* per glass).

Hotels. At *Matlock Bath* (all on the hillside, with views): Royal; New Bath, with swimming baths; Temple; Bath Terrace. — Hydropathics at *Matlock Bank*, mostly huge establishments, commanding views: Smedley's, pens. from 63/ per

week; Rockside; Chesterfield House; Chatsworth, pens. 10/6–12/6; Oldham House; Matlock House.

Baths. *Fountain Baths*, in the main street at Matlock Bath; also at the *Royal* and *New Bath Hotels*.

Post Office, near Matlock station, with sub-offices at Matlock Green and Matlock Bank. Branch-office at Matlock Bath.

Motor Omnibuses every ¼ hr. in summer from Matlock Bridge to Matlock Bath (fare 3*d*.) and Cromford (fare 6*d*.). — Excursion Brakes to *Chatsworth*, *Haddon*, *Dovedale*, the *Via Gellia*, and *Wingfield Manor*.

Cable Tramway (2*d*. up, 1*d*. down), every 10 min., between Matlock Bridge and Matlock Bank.

Matlock Bath is situated in the depths of the narrow limestone ravine through which the Derwent forces its winding course between Matlock Bridge and Cromford. The noble line of precipices on the E. bank of the river is unsurpassed in extent and height by any similar crags in England. On the opposite side are hanging woods and abruptly sloping meadows, rising to the barren dome of Masson (see below). "My present impressions," wrote Nathaniel Hawthorne in 1857, "are that I have never seen anywhere else such exquisite scenery as that which surrounds the village." Unfortunately, indiscriminate building and untidy scraps of quarry have now greatly marred the landscape; but the place is still striking, recalling such Pyrenean 'Bains' as Eaux Chaudes. **Matlock** proper, at the N. entrance to the ravine, occupies an open and quite different situation.

In the narrow pass between Matlock and Matlock Bath, and overhanging the left bank of the river, is the noble pile of the ***High Tor** (380 ft.; view; adm. 3*d*.). At its foot, and reached from the main road by a foot-bridge across the Derwent, is the *High Tor Grotto* (6*d*.), with remarkable crystallizations. — On the opposite side of the glen are the wooded **Heights of Abraham** (3*d*.), the *Victoria Stand* on which (dark and rather dangerous stair) commands a beautiful and extensive view. The walk may be continued (c. 20 min.) to the more commanding height of **Masson** (1110 ft.), and the return made thence by Bonsall (see below). — The *Lovers' Walks* (3*d*.), on the E. bank of the Derwent, are prettily laid out beneath the limestone cliffs. Matlock Bath is famous also for its *Petrifying Wells* (1*d*.; in the main street) and *Caves* (partly natural, largely abandoned lead-mines). The best and least artificial is the *Cumberland* (adm. 6*d*., minimum charge 1/; visit ¾ hr.), on the slope behind the New Bath Hotel. The large *Rutland Cavern* (6*d*., incl. admission to the Heights of Abraham) is said to have room for 10,000 men. It is believed to have been worked in Roman, Saxon, and Danish times. The *Fluor Spar Cave* is alleged to have been used as a place of refuge during the Pretender's invasion (1745).

Excursions (excursion brakes see above). The distances are given from Matlock Bath. About 1¼ m. W., by footpath and lane, is the quaint upland village of *Bonsall*, with a market-cross and gabled 17th cent. inn. The church spire (14th cent.) is surrounded by curious 'crowns.' The return may be made across the top of Masson (see above). Or from Bonsall we may continue by footpath to *Slaley*, and thence descend into the wooded *Via Gellia* (named after the local family of Gell), returning to Matlock by road (total round, c. 6 m.).

The ruins of ***Wingfield Manor** (adm. 6*d*., Sun. 1/; tea at the farm), on a steep knoll above the *Amber*, 6 m. S.E. by road (7 m. viâ *Dethick*, p. 370), are most pleasantly reached from Whatstandwell station (p. 370) viâ *Crich Stand* (p. 370; 3½ m.). It dates mainly from the second half of the 15th cent. and has been described as "probably the most striking example of a later English manor-house with certain defensive features" (Hamilton Thompson). It was finally dismantled in 1646. The chief points are the great hall, the crypt, the gable of the state apartments, and the entrance gate to the inner court. Mary, Queen of Scots, was imprisoned here under the care of the Earl of Shrewsbury (1584–85). If the trains suit, the return may be made viâ (1¼ m.) *Wingfield*,

on the Chesterfield line (p. 370), and *Ambergate* (p. 370). — Other points easily reached from Matlock are *Willersley Castle* (p. 370), 1½ m. S.; *Cratcliffe Tor* and *Robin Hood's Stride* (see below), 6 m. N.W.; *Ashover* (Hydropathic, pens. from 66/6 per week), 5½ m. N.E. (leaden font of 12th cent. in the church); *Chatsworth* (see below); *Haddon* (p. 373); and *Dovedale* (p. 376).

On leaving Matlock, we emerge from the narrow glen of the Derwent into its smiling upper vale. — In the churchyard of (19¼ m.) *Darleydale* is perhaps the oldest and finest yew in England (possibly over 2000 years old). The church possesses a remarkable stone parclose screen, and some striking incised slabs of the early 16th century.

About 2¾ m. S.W., up a long hill, is *Winster* (Crown; Miners' Standard), with a curious old market-house. About 1½ m. N., to the W. of the road to Bakewell, are the strange, castellated crags of *Robin Hood's Stride*, and the gritstone cliff of *Cratcliffe Tor*, with a remarkable rock-hermitage, carved on the side of which is a 14th cent. Crucifix.

21½ m. **Rowsley** (*Peacock*, a picturesque house of 1652), at the junction of the Derwent and the *Wye*, is the nearest station for Haddon Hall, and about as convenient as Bakewell for Chatsworth House. At *Stanton*, just S. of Rowsley, are the 'Nine Ladies' and other prehistoric stones.

***Chatsworth House** (Duke of Devonshire; usually open on Tues., Wed., and Thurs., 11–3.30, from mid-June to mid-Aug.; adm. 1/), the 'Palace of the Peak,' is a vast Palladian mansion in a large deer-park of singular attractiveness, which is bounded towards the E. by moorland edges, and is watered by the Derwent. It lies 4 m. from Rowsley station by road (traps in summer), but ½ m. may be saved by footpaths beyond *Beeley*. From Rowsley village the pleasantest approach is by a footpath along the W. bank of the river (about 3½ m.).

Chatsworth has belonged to the house of Cavendish since its purchase by Sir William Cavendish (d. 1557), second husband of the famous 'Bess of Hardwick' (p. 382). The house begun by him on the site of the old manor-house was completed by his widow; and it was to this house that Mary Stuart was brought a prisoner on five different occasions between 1570 and 1581, in the custody of Bess's fourth and final husband, the Earl of Shrewsbury. The existing palace, designed by William Talman, was begun by William Cavendish, afterwards first Duke of Devonshire, in 1687 and completed in 1706. The N. wing, by Wyatville, was built in 1820–40. The principal rooms only can here be noticed.

Painted Hall. On the walls are paintings from the life of Julius Cæsar, by *Verrio* and *Laguerre*, with his Apotheosis on the ceiling. — The *Chapel is wainscoted with cedar and decorated with carvings in pear-wood. These, like most of the other wood-carvings at Chatsworth, formerly attributed to Grinling Gibbons, are probably by Samuel Watson (1663–1715), a local artist. The reredos is of Derbyshire marbles; the altarpiece (Incredulity of St. Thomas) is by *Verrio*; and the statues of Faith and Hope are by the elder *Cibber*. On the ceiling is a magnificent Ascension. — In the *Sketch Gallery is a marvellous collection, formed by the second Duke, of original drawings by old masters, including *Michael Angelo, Raphael, Titian, Giulio Romano, Correggio, Andrea del Sarto, Veronese, Guido Reni, Rubens*, and *Van Dyck*. — In the China Room is *Jan van Eyck's* *Consecration of Abp. Becket (dated 1421). — State Sitting Room. *Memling*, *Virgin and Child (triptych). — State Bedroom. Ceiling-painting, Aurora chasing away the Night; Monks at prayer, by *Granet*. — Music Room. Ceiling-painting: Phaethon and Apollo. Painted on the back of a door is a fiddle, by *Verrio*, that often cheats the visitor into a belief in its reality. — State

Drawing Room. Tapestry, probably made at Mortlake (17th cent.). — State Dining Room. Ceiling-painting: Olympian Pantheon, by *Verrio*. Case with Limoges enamels and rosary of Henry VIII. Coronation chairs of George III and Queen Charlotte. *Wood-carving. — We now traverse the Second State Landing (door-cases of Derbyshire alabaster), descend to the First State Landing, pass through the now dismantled Picture Gallery (tapestry), and enter the Red Velvet Room, which contains Christ and the Woman of Samaria, by *Tintoretto*, and a Virgin and Child by *Murillo*. — In the Burlington Gallery are works by *Landseer* (Bolton Abbey in the Olden Time, Trial by Jury, etc.). In a little room just beyond the Oak Staircase is some marvellous *Wood-carving (cravat of point lace, woodcock, etc.). — The *Sculpture Gallery, including the Orangery, contains works by *Canova* (Endymion, Mother of Napoleon), *Thorwaldsen* (Venus), *Kessels* (Discobolus), *Schadow* (Spinning Girl), and other masters. In a corner is a vase of 'Blue John' (p. 380), the largest in existence but not so fine as one in the Vatican. — The Library (not shown) contains *Claude's* 'Liber Veritatis' and many other treasures.

The Gardens (adm. 1/), which are entered from the Orangery, are somewhat formal in character. The *Grand Conservatory*, nearly 300 ft. long, was designed by Sir Joseph Paxton and furnished the hint for the Crystal Palace at London. The *Grand Cascade* is merely a flooded staircase; but the *Emperor Fountain* throws a jet 267 ft. high, perhaps the highest jet in Europe. In front of the house is the *Italian Garden*, and behind it the *French Garden*.

The *Park is open to visitors, who should ascend to the *Hunting Tower* (temp. Elizabeth) on the hill behind the house (view). Thence a beautiful walk, by privilege, is generally open along the crest of the hill (lovely views) to the farm of *Beeley Hilltop* (50 min.), whence we may return to Rowsley by road (c. 2½ m.). — Between Chatsworth House and Edensor (see below), on the right of the drive, is *Queen Mary's Bower*, said to have been frequented by the captive queen. This, and the Hunting Tower, are the two sole relics of the earlier Chatsworth.

On the extreme W. limit of the park lies **Edensor** (no inn), a model village, the churchyard of which is the burial-place of the Cavendishes. The mostly rebuilt *Church*, with a graceful spire, contains the striking classical monument of the first Earl of Devonshire (d. 1626) and a brass inscription to John Beaton (d. 1570), steward to Mary, Queen of Scots. The E. window of the S. chapel is a memorial to Lord Frederick Cavendish (p. 491). — At the N. extremity of the park is **Baslow** (*Grand Hotel & Hydro*; *Wheatsheaf*; *Peacock*), a pleasant village on the Derwent, frequented by summer-visitors. Omnibuses ply hence to (4 m.) *Bakewell* (p. 374), and (5 m.) *Grindleford* (p. 379; 1/); and in summer a coach runs to (12 m.) *Sheffield* (p. 402; Tues., Thurs., & Sat.).

About 2 m. N.W. of Rowsley is ***Haddon Hall** (open on week-days from April to Oct., 10–6; adm. 6*d*.; tea-room), in a lovely situation on a slope above the sparkling Wye, and in itself "the most attractive and most thoroughly preserved of mediæval houses." The Norman lords of Haddon were the Avenell family, from whom it passed by marriage to the Vernons about the middle of the 12th century. Towards the close of the 16th cent. Dorothy Vernon married Sir John Manners, ancestor of the present owner, the Duke of Rutland. The romantic story of the elopement of Dorothy is a fabrication of the 18th century. The nucleus of the Hall seems to have been a Norman fortified enclosure, with a tower at the N.E. angle; but this "from an early date showed a tendency to rid itself of its military character" (Hamilton Thompson). It consists in its completed form of two courtyards on different levels, and is almost wholly domestic in nature. The house is no longer inhabited.

The interesting *Chapel dates from the middle of the 12th cent., though the S. aisle was widened in the 13th cent., the N. aisle

added in the Dec. period, and the chancel probably reconstructed in 1425. Details of interest are the Norman font; the 14th cent. vestment-chest; the unusually big stoup for holy water; the picturesque wood-work (mostly 17th cent.); the beautiful remains of 15th cent. glass in the E. and N.E. windows; the unique 'squint' that enabled an attendant on the top of the rood-loft to follow Mass in the S. aisle; and the curious dog-gates. We now cross the courtyard to the *Banqueting Hall (early 14th cent.), between the two quadrangles, with its dais, high table, galleries, and screens (mostly 17th cent.). Close to the entrance is an iron ring, to which recalcitrant drinkers are said to have been fastened by the wrist, whilst the rejected liquor was poured down their sleeves. The Drawing Room has tapestry and pargework. The *Long Gallery (second court) was added by Sir John Manners (temp. Elizabeth), and is panelled from floor to ceiling. Towards its N.E. corner is the Ante-Room, whence a picturesque flight of stone steps, by which Dorothy Vernon is fabled to have eloped, descends to the winter-garden. Beyond is the State Benroom, with valuable Mortlake tapestry, and a delightfully quaint mantelpiece of Orpheus and the Beasts. — The *Kitchen*, with its huge fireplace and curious culinary furniture, the *Dining Room*, and the *Eagle* or *Peveril's Tower* (view from roof) are shown only by special permission.

The Winter Garden is crowded with old yews. On the N. side of the adjacent Lower Garden is the picturesque façade of the Long Gallery (see above). The Wye is crossed immediately below by an ancient pack-horse bridge.

Rowsley (or Bakewell, see below) is the best starting-point for the picturesque limestone glens of the *Lathkill* and the *Bradford*, which unite at *Alport Bridge* (2¾ m. from Rowsley) and join the Wye below Haddon. The Lathkill should be explored to (4½ m.) its source near *Monyash*, where it issues from the mouth of a cave. — About ¾ m. W. of Alport Bridge, and overlooking the glen of the Bradford, is the large village of *Youlgreave* (pop. 1157), the church of which has a fine 15th cent. tower, a curious miniature chest-tomb of 1488, and a font with a curious side-projection of much disputed use, perhaps intended as a chrismatory, or receptacle for consecrated oil.

Beyond Rowsley the railway quits the Derwent, and proceeds up the green valley of the brimming *Wye*, which winds below the line (l.) in a thousand shining curves.

24¾ m. **Bakewell** (*Rutland Arms*; *Castle*; *Peacock*), approached from the station (½ m.; motor-omnibus) by an old bridge across the Wye, is a picturesque little town (3078 inhab.) in a situation of much quiet beauty. The *Church* (partly rebuilt; good Norman W. doorway) contains an elaborate 14th cent. font and Vernon and Manners monuments (S. transept; 15–17th cent.), including those of Dorothy Manners (d. 1584) and of her father, Sir George Vernon (d. 1567), 'the King of the Peak.' In the churchyard is a fine Saxon cross; and the S. porch is full of good early incised sepulchral slabs. Omnibus to *Baslow* (p. 373).

Bakewell is an excellent centre from which to visit Chatsworth (p. 372) and Haddon Hall (p. 373); carriage for the round (12 m.) 10/6, with two horses 15/. Pedestrians should proceed direct by the old Chesterfield road to (2½ m.) *Edensor* (p. 373), visit *Chatsworth*, cross the hill by a somewhat intricate track to (3½ m.) *Haddon*, and return to (2 m.) Bakewell by path along the N. side of the Wye. The whole forms a delightful round of 8 m., commanding exquisite views.

Almost every mile of the beautiful limestone **Ravine of the Wye** between Bakewell and its source at Buxton should be visited, if possible on foot. Tantalizing glimpses only are obtainable from the railway. The river should be followed through (2 m.) *Ashford* to (4 m.) *Monsal Dale*, whence the footpath should be taken up *Cressbrook Dale*, through *Litton*, to (3 m.) *Tideswell*. Hence we proceed deviously, by lane and footpath, through the hamlets of *Wheston* and *Wormhill*, to (4 m.) *Chee Tor*, whence the river is followed to (5 m.) *Buxton*. See below passim.

About 2 m. may be saved between Asbford and Monsal Dale by taking tbe direct road over *Headstones Edge* (' surprise ' view of Monsal Dale).

27¼ m. *Longstone.* About 1 m. S., on the Wye, is the delightful village of *Ashford-in-the-Water.* Preserved in the church are five old ' virgin crants ' (Hamlet, v. 1) that were formerly carried before the coffins of unwed maids. — Beyond a short tunnel, we emerge into the retired and beautiful glen of *Monsal Dale,* and cross the Wye by a lofty viaduct (views). — Beyond (28½ m.) *Monsal Dale* station we have an exquisite glimpse (r.) of river scenery between two short tunnels. — 31¼ m. *Miller's Dale* (Rfmts.) is the junction of the branch to (5¾ m.) **Buxton** (p. 377; through-carriages). The immediate neighbourhood is spoilt by quarries.

About 2½ m. N. (omnibus 6*d.*) is tbe old-fasbioned town of *Tideswell* (pop. 1985; George), witb a large and beautiful 14tb cent. *Church (striking W. tower; stone screen behind the altar; *Brass of Bp. Pursglove, d. 1579). At *Wheston,* 1½ m. W. of Tideswell, is a good 14th cent. cross. — About 1½ m. up the Wye from Miller's Dale station (rough footpath, closed on Thurs.) is tbe splendid crag of **Chee Tor* (c. 300 ft.), in a narrow limestone ravine—the finest scene of its class in Derbyshire. The path may be pursued till it joins (1½ m.) the highroad at the foot of *Topley Pike,* 3½ m. E. of Buxton.

Beyond Miller's Dale we cross the Wye (view to right) between two short tunnels. — 36 m. *Peak Forest* (985 ft.), the highest station on the line, in the midst of huge quarries. Beyond *Doveholes Tunnel* (2984 yds.) we have a view (r.) of Kinderscout (p. 380). — 39½ m. *Chapel-en-le-Frith* (pop. 5140; King's Arms), an old-fashioned town, with market-cross and stocks, is also a station of the L. & N.W.R. (1 m. S.; p. 378). A fine walk leads across the hills to (7 m.) *Castleton* (p. 380). — 41¾ m. *Chinley* (Rfmts.), where we join the line from Sheffield (p. 380), is the junction of the express line to Manchester (Central), which diverges to the left and runs viâ *Didsbury,* traversing a country of no interest. — 45¼ m. *New Mills* (pop. 7259), a busy manufacturing town, is the junction of a branch to (3 m.) *Hayfield,* whence excursions may be made to Edale (p. 380), Ashopton (p. 379), etc. The church of *Mellor,* 2½ m. N., has a good Norman font and perhaps the oldest wooden pulpit in England (14th cent.). — 48¾ m. *Marple.* — 53¾ m. *Stockport* (Tiviot Dale Station), see p. 251.— 61½ m. **Manchester** (Central Station), see Rte. 33.

B. FROM ASHBOURNE TO MANCHESTER (DOVEDALE, BUXTON).

48 m. L. & N.W.R. in 2–2½ hrs. (7/8, 3/9½); to (22½ m.) *Buxton* in 1–1¼ hr. (4/, 1/10½). — Asbbourne is approached by a short branch-railway from *Uttoxeter* (p. 362; tbrough-carriages from Euston to Buxton), a station on the Nortb Staffordshire lines from Derby to Crewe and from Burton to Macclesfield, or by road from *Derby* (p. 359; c. 12 m.; motor-omnibus in summer, 1/6) viâ *Mackworth* and *Brailsford.*

From Uttoxeter to Ashbourne (11¼ m.; 1/11, 11½*d.*) tbe branch-line ascends the valley of the Dove viâ (4½ m.) *Rocester* (p. 362) and (7 m.) *Norbury & Ellastone.* The church of Norbury has a 14th cent. cbancel and contains some ancient monuments (14–16th cent.). Norbury is the ' Norbourne ' of ' Adam Bede,' the chief scene of which (' Hayslope ') is identified with Ellastone, 1 m. N.W. of the station, while Ashbourne is supposed to be the ' Oakbourne ' of the novel.

The cottage where Robert Evans, father of 'George Eliot' and prototype of 'Adam Bede,' was born, is shown at *Royston* or *Roston*, 1 m. S. of Norbury. — About 1 m. N. of Ellastone is *Wootton Hall*, where Rousseau lived for more than a year (1766–67). *Wootton Lodge*, close by, is a Jacobean house (1615) in a lovely situation.

Ashbourne (*Station Hotel*; *Green Man*, an old-fashioned house) is a picturesque town (4059 inhab.) on the S. verge of the wild limestone country of the Peak. The **Church* (13th cent.), with a lofty spire (212 ft.) and curious double transepts, contains the touching memorial (by Banks) of a child (Penelope Boothby; d. 1791) and the splendid mediæval monuments of the Cokayne family (N. transept; adm. 3*d*.). In the vestry is an interesting dedication-brass of 1241.

In leaving Ashbourne we pass through a tunnel. 2 m. *Thorpe Cloud* (hotels, see below) is the nearest station for the S. end of ***Dovedale,*** the narrow ravine (2¾ m. long) through which the *Dove* forces its way between Mill Dale and Thorpe.

The glen (path only) is beautifully wooded and guarded by fantastic limestone cliffs. No traveller is likely to deny its singular charm, even if he do not share Dr. Johnson's opinion that "he who has seen Dovedale has no need to visit the Highlands." The entrance lies between the bare summits of *Thorpe Cloud* (E.; 942 ft.) and *Bunster* (W.; 1000 ft.).

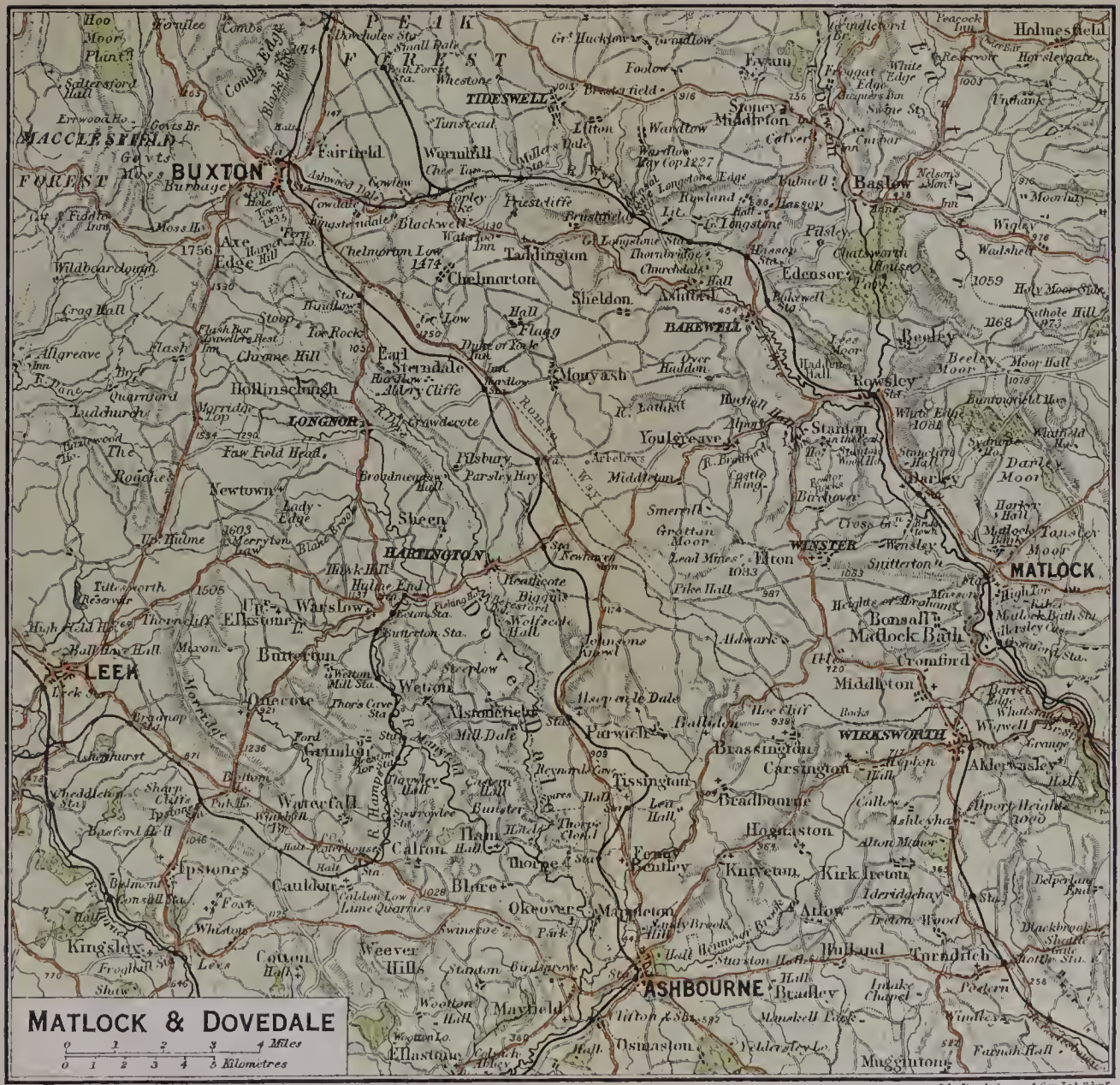
The shortest route from Thorpe Cloud Station to the 'stepping stones' passes (¼ m.) the *Dog & Partridge Inn* (pens. 7/ per week) and (¼ m. farther) the *Peveril of the Peak Hotel*, whence a direct path descends to the stream in 10–15 min. more. A longer and prettier approach passes *Thorpe Church* and leads across the river to (2 m.) the *Izaak Walton Hotel* (R. 3/6, D. 3/), a little to the S. of the stepping stones. This hotel stands ½ m. E. of the village of *Ilam*, the church of which has a Norman font, the E.E. shrine of the local St. Bertram, a group by Chantrey, and two nearly perfect Saxon churchyard crosses. In the beautiful grounds of *Ilam Hall* the *Manifold* comes to light from a long subterranean course (see below).

From the stepping stones the path ascends the E. or Derbyshire side of the river, passing *Sharplow Point* (r.), *Tissington Spires* (r.), the *Apostles* and the *Church* (l.), and other fancifully named rocks. A little way beyond the *Dove Holes* (caves) we reach *Mill Dale*, c. 2¾ m. from the entrance. Here Dovedale proper ends, and we may ascend (r.) to (1½ m.) the station of Alsop-en-le-Dale (see below). Walkers with leisure should, however, continue up the Dove to (5 m.) *Hartington* (see below) traversing a succession of picturesque glens, of which *Beresford Dale* is the last and most striking. At the exit of this is the classic fishing-house, immortalized as the meeting-place of Charles Cotton and Izaak Walton. The 17th cent. pew of the former is shown in the church of *Alstonefield*, ¾ m. N.W. of Mill Dale.

4½ m. *Tissington* is noted for its ancient custom of 'well-dressing' on Ascension Day. — 7 m. *Alsop-en-le-Dale* (New Inn Hotel) is the station for the N. end of Dovedale (comp. above; omnibus to Mill Dale 1/). In the church of *Parwich*, 2½ m. E., is a Norman font with a later date carved on it. — The line now climbs through a green limestone country of extreme desolation, intersected in all directions by loose stone walls. — 11¾ m. *Hartington* (Charles Cotton Hotel); the village lies 1½ m. W. and is served also by the station of *Hulme End*, 2 m. farther W. (see below).

Arbor Low, 3 m. N.E., is a prehistoric circle, 250 ft. in diameter, with the ditch within the vallum. — To *Beresford Dale*, see above.

From Hulme End to Leek, 18 m., light railway in 1¼–1¾ hr. (fares 3/2, 1/7). This line runs W. into the heart of the beautiful 'Staffordshire Moorlands.' Near (3½ m.) *Thor's Cave*, so named from a striking cavern, the *Manifold* begins the subterranean course ended at Ilam


MATLOCK & DOVEDALE
0 1 2 3 4 Miles
0 1 2 3 4 5 Kilometres
BUXTON
MACCLESFIELD
FOREST
LEEK
LONGNOR
BAKEWELL
MATLOCK
ASHBOURNE
WINSTER
HARTINGTON
WIRKSWORTH
TIDESWELL
Fairfield
Wormhill
Taddington
Chelmorton
Sheldon
Ashford
Monyash
Earl Sterndale
Hollinsclough
Flagg
Youlgreave
Alport
Stanton
Bonsall
Matlock Bath
Cromford
Middleton
Darley
Darley Moor
Rowsley
Beeley
Edensor
Chatsworth House
Baslow
Pasley
Eyam
Stoney Middleton
Foolow
Litton
Wardlow
Great Hucklow
Grindlow
Peak Forest
Whaley Bridge
Chapel-en-le-Frith
Combs
Hoo Moor
Hoo Moor Plant
Saltersford Hall
Errwood Ho.
Goyts Br.
Goyt's Moss
Burbage
Axe Edge
Wildboarclough
Crag Hall
Allgreave
Quarnford
Luddurch
The Roaches
Hen Cloud
Flash
Flash Bar
Chrome Hill
Morridge Top
Faw Field Head
Newtown
Lady Edge
Merryton Low
Ye Nidme
Sheen
Hulme End
Hurdlow House
Parsley Hay
Pilsbury
Crowdecote
Roman Way
Arbor Low
Gib Hill
Middleton
Smerrill
Gratton Moor
Lead Mines
Pike Hall
Castle Ring
Robin Hood's Stride
Cratcliff Rocks
Harborough Rocks
Alport Castles
Dove Holes
Tunstead
Whestone
Brosterfield
Combs Edge
Black Edge
Cowdale
Dove Head
Axe Edge Moor
Fiddle Inn
Moss Hs.
Cowlow
Ashwood Dale
Topley Pike
Blackwell
Wye Dale
Deep Dale
Chee Tor
Miller's Dale
Priestcliffe
Bee Low
Long Low
Dowel Dale
Thornbridge Hall
Ashford Dale
Sheldon Moor
Bakewell Moor
Haddon Hall
Lees Moor
Rowsley Sta.
Beeley Moor
Moor Hall
Darley Bridge
Darley Dale
Matlock Bath Sta.
High Tor
Masson
Heights of Abraham
Riber
Matlock Sta.
Bonsall Sta.
Cromford Sta.
Cromford Hill
Cromford Canal
Willersley Castle
Whatstandwell
Whatstandwell Bridge Sta.
Wirksworth Sta.
Wirksworth Moor
Alderwasley Hall
Alport Heights
Ashleyhay
Idridgehay
Belper Lane End
Belper
Duffield
Derby
Nottingham
Loughborough
Leicester
Ashbourne Sta.
Ashbourne Green
Ashbourne Hall
Bradley
Intake Chapel
Postern
Wyndley
Farnah Hall
Mugginton
Osmaston
Ellastone
Wootton Hall
Mayfield
Weaver Hills
Stanton Budgerone
Cotton Hall
Kingsley
Froghall Sta.
Leek
Leek Sta.
Morridge
Ipstones
Cauldon
Cauldon Low Lime Quarries
Basford Hall
Ushenhurst
Onecote
Thor's Cave Sta.
Waterfall
Wetton
Wetton Mill Sta.
Butterton
Butterton Sta.
Warslow
Elkstone
Thorncliff
Hollinsclough
Earl Sterndale
Hurdlow House
Harborough Rocks
Alport Castles
Dove Holes
Peak Forest Sta.
Whaley Bridge
Chapel-en-le-Frith
Combs

(p. 376). At (4¾ m.) *Beeston Tor*, with its noble crag, we enter the valley of the *Hamps*. 8¼ m. *Waterhouses*; 12½ m. *Ipstones*; 14¾ m. *Bradnop*. — 18 m. *Leek*, see p. 362.

Beyond Hartington we reach the summit level of the line (1250 ft.). — 15¾ m. *Hurdlow* is the station for *Longnor* (Crewe & Harpur Arms), 3 m. W. (road with *Views of the Dove), an excellent centre for the exploration of an interesting district. — 19 m. *Hindlow*; 22 m. *Higher Buxton*.

22½ m. **BUXTON** (10,024 inhab.), one of the most frequented and fashionable watering-places in England, is the most loftily situated town of its size in the kingdom (c. 950–1100 ft.). It is surrounded on three sides by wild green hills, whilst to the E. and S.E. extends an undulating and almost treeless limestone plateau. The old town (Higher Buxton) occupies the hill towards the S.; the new town (Lower Buxton) lies in the shallow valley to the N. The two are separated by the picturesquely laid out *Slopes* or *St. Anne's Cliff*.

Railway Stations. *Midland* and *L. & N.W. Stations*, side by side in *Lower Buxton*, behind the Quadrant. The L. & N.W.R. has a suburban station in *Higher Buxton*.

Hotels. EMPIRE, in the Park; PALACE; ST. ANNE'S; OLD HALL; CRESCENT, pens. from 15/; GEORGE, R. from 4/, D. 5/, pens. 13/6–16/6; SAVOY (these six in or near the Crescent). — SHAKESPEARE; GROVE, these two in Spring Gardens; LEE WOOD, Manchester Road; WILBERFORCE, WAVERLEY, both temperance. — **Hydropathics.** BUXTON, in Higher Buxton; PEAK; HADDON HALL; OLIVER'S (HADNON GROVE; pens. from 87/6, in winter from 66/6), these two in London Road; CLARENNON, pens. from 70/ (in winter from 63/). — Many good *Private Hotels* and *Boarding Houses*.

Post Office, in the Quadrant. — *Information Bureau*, in the Colonnade.

Cabs with one horse 1/ per mile, with two horses 1/6; each ½ m. more 6*d*. & 9*d*.; per hr. 3/6 & 4/8; each ¼ hr. more 10*d*. & 1/2 (less before 2 p.m.). — BATH CHAIRS, for ½ hr. 1/, for 1 hr. 1/3, each extra ¼ hr. 4*d*. — COACHES and EXCURSION BRAKES run in summer to many points of interest.

The waters of Buxton were known to the Romans, and in mediæval times the town was a kind of English Lourdes, the Chapel of St. Anne being rich in votive offerings. The *Thermal Springs* (82° Fahr.) are recommended for chronic gout, rheumatism, and allied disorders, and are useful also in some nerve cases. The water is of a pretty bluish colour, and is strongly charged with nitrogen. The *Chalybeate Spring* is of great value in anæmia and as an astringent in certain cases of eye-trouble. Both waters may be drunk, but the most important use of the thermal waters is for bathing and massage. One of the thermal springs, recently discovered, is extraordinarily rich in radio-activity. One hundred different courses of treatment are available. The powerful waters should be used only on the advice of a physician. The high season extends from late June to early Oct., but there is also a winter season, with various winter sports.

At the high (S.) end of St. Anne's Cliff (see above) is the *Town Hall*, containing a small but interesting *Museum* (10–1 & 3–5; closed on Thurs. afternoon), with prehistoric bones (woolly rhinoceros, Irish elk) from the Creswell (p. 383) and other bone-caverns, and a few local Roman antiquities. Lower Buxton, the fashionable quarter, with the baths and chief hotels, dates practically from the building of the striking Palladian CRESCENT, in imitation of those at Bath, by the fifth Duke of Devonshire in 1780. At the S.W. end of this are the *Natural* or *Tepid Baths*, and at the other end are the *Hot Baths*, where the water is artificially heated (visitors

admitted). Opposite is the *Pump Room* (glass of water 2*d.*). — The other chief architectural feature of Buxton is the *Devonshire Hospital*, behind the Crescent (visitors shown round, 10.30 to 11.30 & 3–4). Originally a riding-school, it was converted to its present purpose (for the treatment of poor patients) by the sixth Duke of Devonshire in 1858. Its dome (ascent, 6*d.*), though only 118 ft. in height, is the widest in the world (154 ft.). — The *Pavilion*, in St. John's Road, W. of the Crescent, is built on the edge of extensive ornamental gardens (adm. 6*d.*), which are the great pleasure-resort of Buxton, with bandstand, concert-hall, boating-lake, etc. Adjacent are the *Opera House* and the *Hippodrome*.

Nearly 1 m. S.W. is **Poole's Hole**, a striking limestone cavern, the reputed source of the Wye (adm. 6*d.*). — About 5 m. W. (coaches morning and afternoon; pedestrians save about 1 m. by old road from Burbage) is the *Cat & Fiddle*, the loftiest inn (1690 ft.) in England. The surrounding moorland is featureless and rather dreary; but the view is said to extend in clear weather to the Mersey. This walk may be extended across the wild moorlands of *Macclesfield Forest* to (7 m.) *Macclesfield* (p. 250). — **Axe Edge** (1807 ft.), 2½ m. S.W., which, like Plinlimmon, is a nursing mother of rivers—the Wye, the Goyt, the Dane, the Manifold, and the Dove—is the highest point in the immediate vicinity of Buxton. The summit is indefinite, and the view of the same character as from the 'Cat & Fiddle,' though more extensive towards the S.E. — About 4 m. N.W. is *Goyt's Bridge*, a picturesque cluster of cottages in the hollow of the Goyt (coaches). Pedestrians may return by *Goyt's Clough* and the old 'Cat & Fiddle' road (5½ m.); or may continue down the valley to (4 m.) *Whaley Bridge* (see below), or cross the hill viâ *Combs* to (5 m.) *Chapel* (p. 375). — *Chee Tor* (p. 375) is 5 m. E., and 1½ m. farther is *Miller's Dale*, whence we may return by train. — **Ludchurch*, a narrow chasm in the millstone-grit, 9 m. S.W., may be visited by permission obtained from the estate office, Swythamley Park (p. 362). The whole of this neighbourhood, including the *Roches* (p. 362) and the lower *Dane Valley*, is the most beautiful near Buxton, and should not be missed (coach to *Gradbach*, 8 m.). — *Chatsworth* (p. 372), *Haddon Hall* (p. 373; coach), *Castleton* (p. 380; coach), *Dovedale* (p. 376), and *Eyam* (p. 379) are all easily reached from Buxton by road or rail.

From Buxton (M.R.) to *Miller's Dale*, etc., see p. 375.

The L. & N.W.R. beyond Buxton follows much the same route as the M.R. (see p. 375). On the left rises *Combs Moss* (1614 ft.). — 25½ m. *Dove Holes*; 27¼ m. *Chapel-en-le-Frith* (p. 375); 31½ m. *Whaley Bridge*, a picturesque village at the mouth of the Goyt valley (see above); 34 m. *New Mills* (p. 375). — 35½ m. *Disley* is 2 m. N. of *Lyme Park* (Lord Newton), a beautiful, partly Tudor seat in a well-timbered natural park. — At (37¼ m.) *Middlewood* we cross the G.C.R. from Macclesfield (p. 250). — 42¼ m. *Stockport* and thence to (48 m.) **Manchester** (London Road), see p. 251.

C. FROM SHEFFIELD TO MANCHESTER.

45 m. M.R. in 2-2½ hrs. (5/7, 3/5). This route, known as the *Dore & Chinley Line*, affords access to much of the best scenery in the N. part of Derbyshire. — For the G.C.R. route, viâ Penistone, see Rte. 56 (vii).

Walkers or drivers will be repaid by going by road as far as (11 m.) *Hathersage* (p. 379), obtaining at (9½ m.) *Millstone Edge Nick* a 'surprise' *View over the upper valley of the Derwent that is probably unrivalled in the Peak. Walkers avoid the interminable suburbs of Sheffield by taking the train to Beauchief, Dore & Totley, or even to Dronfield (p. 402).

Sheffield, see p. 402. — 3½ m. *Beauchief* (p. 402). At (4¼ m.) *Dore & Totley* we diverge to the right (W.) from the London

line and then pass through *Totley Tunnel* (3½ m.), the second longest in England (comp. p. 134). — 9¼ m. *Grindleford* (Maynard Arms) lies in the beautiful valley of the *Derwent.*

About 3½ m. S.W. (motor-omnibus), by a hilly road commanding lovely views, is the large upland village of **Eyam** (pronounced 'Eem'; *Bull's Head*), famous for its fearful devastation by plague in 1666, which carried off three-fourths of its 350 inhab., and for the heroic conduct of its rector, William Mompesson, and of the ejected minister, Thomas Stanley, who succeeded in isolating the parish and preventing the spread of the disease. Services for the terror-stricken villagers were held in the dell called 'Cucklet Church' (c. ½ m. from the church; key at the Hall, 2*d.*). Adjacent is a fine Saxon cross (perhaps 9th cent.). — From Eyam the visitor should proceed through the rocky gorge of *Middleton Dale* to (1¼ m.) the curiously placed village of *Stony Middleton*, whence he may return direct to (2¾ m.) Grindleford. — Baslow (p. 373) for Chatsworth may be reached in 5 m. from Grindleford, by following down the beautiful Derwent.

Beyond Grindleford the river scenery is lovely (best views to the left). — 11¼ m. *Hathersage* (George) is a straggling village in a beautiful situation. On the S. side of the churchyard, pleasantly placed above the village, is the reputed grave of Robin Hood's lieutenant, 'Little John.' The church is mostly 14th cent., with good 15th cent. Eyre brasses. Hathersage is the 'Morton' and *Moorseats*, close by, is the 'Manor House' of 'Jane Eyre.' On the moors to the E. (2 m.) is the striking *Carl Wark*, a British fort. — At 13 m. *Bamford* (Marquis of Granby, at Mytham Bridge) we quit the Derwent, which here flows down from the moorlands of N. Derbyshire.

About 3 m. N. of Bamford is **Ashopton** (*Ashopton Inn*), beautifully situated at the junction of the Derwent and the *Ashop*. Good walkers may ascend the Derwent Valley hence to (18 m.) *Penistone* (p. 458) viâ (1½ m.) *Derwent Chapel* (pack-horse bridge; near the picturesque *Derwent Hall*, a seat of the Duke of Norfolk, partly 17th cent.), the new *Reservoirs* for Derby, Nottingham, and Leicester (1 m.), and the (6 m.) ford known as the *Slippery Stones* (difficult in time of spate). Thence to (6½ m.) *Langsett* (3 m. short of Penistone) a fairly distinct track leads N.E. across wild moors, the highest point of which, near the top of *Margery Hill* (1793 ft.), commands a *View (S. and W.) unrivalled in England for savage desolation. — Penistone may be reached from Ashopton by another route (15 m.), less wild but equally beautiful, viâ (4½ m.) the *Strines Inn*, (5 m.) *Broomhead Hall*, and (2½ m.) *Midhopestones*. — The road from Ashopton to (13½ m.) Glossop ascends the lovely, deep, and narrow valley of the Ashop (soon likely to be disfigured by reservoirs), past *Win Hill* (1523 ft.; view) and the savage N. escarpment of *Kinderscout* (p. 380). 4½ m. *Alport Bridge* (p. 380). 2 m. *Snake Inn* (1070 ft.; pens. 8/), ½ m. beyond which we have a striking retrospect of the craggy *Fairbrook Naze*, the noblest summit of Kinderscout. We reach (2½ m.) the flat summit of the pass (1680 ft.) between *Glossop Moor* (l.; 1785 ft.) and *Higher Shelf Stones* (r.; 2039 ft.), and then make the steep and winding descent to (4 m.) *Glossop* (p. 458). — From the Snake Inn a well-marked track leads S.W. across the moors to (6½ m.) *Hayfield* (p. 375), with fine views from the highest point (1670 ft.).

Beyond Bamford we ascend the valley of the *Noe*, which flows from Edale (p. 380). In front rise Mam Tor (p. 380) and the other hills round Castleton. To the left is the old lead-mining village of *Bradwell*, near which is the *Bagshawe Cavern* (fine stalactites; adm. 3/ for 1–6 pers.; 1½ hr.). Between Bradwell and the railway is *Brough*, with barely traceable remains of the Roman *Anavio*. — 14¾ m. *Hope* (Hall Inn) has a churchyard cross (9th or 10th cent.).

About 2 m. W. of Hope station (omnibus 4*d.*) is the interesting village of **Castleton** (pop. 581; *Castle*; *Nag's Head*; *Bull's Head*), at the heart of the subterranean marvels of Derbyshire (and consequently apt to be over-run by trippers). To the S., perched on the summit of a splendid limestone crag, is the small late-Norman keep (c. 1176) of the *Castle* (part of whose enceinte wall remains; adm. 1*d.*) originally founded here by William Peveril in 1068. [Scott's 'Peveril of the Peak' has little local interest.] At the foot of this great precipice is the gaping mouth of the *Peak Cavern (adm. 3/, 2 pers. 4/, 3–5 pers. 5/, each pers. extra 1/; guides in attendance), which penetrates the limestone hill for more than ¼ m. Everyone should visit at least its spectacular mouth, used for generations as a rope-walk, and unrivalled for its dignity and mystery. — About ¾ m. W. is the artificial entrance to the *Speedwell Mine (adm. 2/, 2 pers. 3/6, 3 pers. 4/6, 4–5 pers. 5/, each pers. extra 1/; lights 1/; guides; ½–¾ hr.). We descend 104 steps, and then pass by boat through a gallery nearly ½ m. long, originally driven in search of lead, which leads to a natural subterranean pot-hole, the height of which has never been ascertained, though rockets have ascended 450 ft. without striking the roof. The effect is gloomily impressive. — Immediately beyond the Speedwell Mine begins the abrupt limestone ravine of the *Winnats* (Wind-gates), through which the old road to Chapel (p. 375) ascends steeply to the top of the mountain plateau (fine retrospect halfway up). From the top (1½ m. from Castleton) a footpath leads to the right (notice-board) to (6 min.) the *Blue John Mine (open from March to Nov.; adm. 2/, 2 pers. 3/, 3 pers. 4/, 4–5 pers. 5/, each pers. extra 1/; guides; ¾ hr.), with remarkable deposits of amethystine spar ('bleu-jaune'). This is perhaps the best worth visiting of the three Castleton caverns. The proprietor, Mr. Rowse, is an expert speleologist, and willingly gives geological information with regard to the neighbourhood. — From the Blue John Mine we may return direct to (1½ m.) Castleton by footpath and road or we may climb in 25 min. (no path, but route obvious) to the top of *Mam Tor* (1700 ft.), sometimes called the 'Shivering Mountain,' owing to the disintegration that is continuously taking place on its precipitous S. face and has already partly destroyed the British camp upon its summit (view). Instead of returning to Castleton direct (2 m.), we may continue E. along the narrow ridge between Hope Dale (r.) and Edale (l.) to (1 hr.) the summit of *Lose Hill* (1563 ft.), and descend either to Hope (2 m.) or Castleton (1 hr.). This walk commands continuously fine views. — About 3 m. S.W. from Castleton (path across the hills) is the deep cavity of *Eldon Hole*.

From Hope the line turns N.W. into the green and open valley of **Edale,** bounded S. by Mam Tor and Lose Hill (see above), and N. by the moorland edges of the Kinderscout. — 19½ m. *Edale* (Church Hotel, pens. 10/; Nag's Head) is surrounded by the wildest scenery in Derbyshire.

The **Kinderscout** (2088 ft.), immediately N. of the village, is the highest ground in Derbyshire. The summit is a plateau of deeply trenched peat-hag, and except from the broken edges the views are not good. Since the hill is a grouse-moor, the ascent is on sufferance only. Good pedestrians may walk round it (about 21 m.). Crossing the neck between Kinderscout and Win Hill (p. 379) and descending to (5 m.) *Alport Bridge* (p.379), they proceed by road to (2 m.) the *Snake Inn* (p.379), whence they follow the track mentioned on p. 379 to (6½ m.) *Hayfield* (p. 375). Thence they regain (7½ m.) Edale by reversing the route next described. — The walk W. from Edale to (7½ m.) Hayfield is one of the easiest and prettiest mountain excursions in Derbyshire. We ascend Edale to (2 m.) *Upper Booth*, about 1 m. beyond which, at *Edale Head House*, the lane ends. Hence a path climbs steeply up Jacob's Ladder to (1 m.) *Edale Cross* (c. 1750 ft.), on the neck between Kinderscout (r.) and *Brown Knoll* (l.; 1804 ft.). We then descend a charming moorland valley, past a picturesque farm, with an old sun-dial, to (3 m.) *Hayfield* (p. 375).

The line quits Edale by a tunnel (over 2 m. long) beneath *Colborne* or *Cowburn* (1746 ft.). 25¼ m. *Chinley* and thence to (45 m.) **Manchester,** see p. 375.

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50. SHERWOOD FOREST AND THE DUKERIES.

Sherwood Forest, an ancient demesne of the Crown, once occupied (roughly) the whole W. part of Nottinghamshire, and still covers an area fully 20 m. long and 5–10 m. wide. It was largely disafforested towards the close of the 18th cent., and its outlying parts have been spoiled in recent years hy the eastward development of the Nottinghamshire coal-field. Large tracts of lovely woodland in the N. part have, however, heen preserved through their inclusion in the so-called 'Dukeries,' made up of the great parks of Welheck (Duke of Portland), Clumber (Duke of Newcastle), Worksop (formerly Duke of Norfolk), and Thoreshy (once Duke of Kingston). The venerahle oaks of Birklands and Bilhagh (see p. 385), in particular, are among the finest survivals of the ancient British forests. — Sherwood Forest is inseparahly connected with the picturesque exploits of Rohin Hood and his Merry Men, which may or may not rest on some real substratum of fact. Visitors should read Ben Jonson's 'Sad Shepherdess,' Tennyson's 'Foresters,' and one or other of the stories of James Prior, the Notts novelist.

The Dukeries may, at a pinch, he visited in one long day hy means of the coaches starting at the chief centres and making the recognized *Circular Drive* (c. 21 m.), including a visit to Welheck Abbey (fare 4/). The drives through the parks are open on Mon., Thurs., and Sat. only, and those who hire prlvate conveyances must do so from a memher of the Dukeries Posting Proprietors' Association (fare for the round from 20/ up; motor-cars not admitted). All lovers of woodland scenery should, however, devote several days to the district, and explore as much as possihle of it on foot.

The S. side of the Forest is skirted hy the G.C.R. from Lincoln to Chesterfield (comp. helow), and railways also run near its other borders (comp. pp. 383, 404, 393). The hest centre for those who can spare more than a day is one or other of the contiguous rural villages of *Edwinstowe* or *Ollerton* (see helow). *Worksop* (p. 383), though less pleasant, is conveniently near the N. section of the Forest (Clumher and Welheck Ahhey). *Mansfield* (p. 382), the neighbourhood of which is now marred by coal-pits, has the advantage of proximity to Hardwick Hall and Newstead Abhey, hut its situation adds some miles to the Dukeries Drive (c. 32 m.; landau & pair 35/; no puhlic coach). It is, however, connected hy railway with (6¾ m.) Edwinstowe.

Motor Route from London viâ Newark to the Dukeries, see Motor Route B on p. 385.

A. FROM LINCOLN TO CHESTERFIELD.

39½ m. G.C.R. In 1½–1¾ hr. (5/8, 3/3½).

Lincoln (High St.), see p. 513. — A little short of (6¼ m.) *Doddington & Harby* the line enters *Nottinghamshire* (p. 365).

Queen Eleanor of Castile, wife of Edward I, died at Harhy in 1290 (memorial statue on the tower of the modern church). The successive stages of the funeral procession that hore her emhalmed body to Westminster Ahhey were marked hy the beautiful Eleanor Crosses, erected between 1291 and 1294. The list of these varies, hut there seem to have heen crosses at Lincoln, Grantham, Stamford, Geddington, Northampton, Stony Stratford, Woburn, Dunstahle, St. Albans, Waltham, and at Cheapside and Charing in London. The only survivors are those at Geddington (p. 354), Northampton (p. 240), and Waltham. — *Doddington Hall*, 1½ m. S.E. of Harhy, is a stately Elizahethan mansion (no adm.).

Beyond (9½ m.) *Clifton* we cross the *Trent*. At (14½ m.) *Dukeries Junction* we intersect the main G.N.R. line (see p. 393). 15½ m. *Tuxford*, 1¼ m. from the G.N.R. station (p. 393). — 21¼ m. **Ollerton** (pop. 711; *Hop-Pole*, pens. from 10/6); 22¾ m. **Edwinstowe** (pop. 883; *Rfmts.*; *Dukeries Hotel*; *Royal Oak*, no bedrooms). These two villages may be treated as a

single centre for the exploration of Sherwood Forest and the Dukeries (comp. p. 381). *Edwinstowe Church* has a good 13th cent. tower and spire, of curiously foreign character.

About 2 m. S. is ***Rufford Abbey** (Lord Savile; no adm.), which incorporates some late 12th cent. remains of a Cistercian monastery (probably the sub-vault of the refectory), founded in 1148 and colonized from Rievaulx (p. 485). The house, Elizabethan and Jacobean, is built of warm red sandstone, and is decidedly, both inside and out, the most beautiful and interesting in the neighbourhood. Its collection of *Tapestry is almost unique, and the pictures include a fine example of Van Dyck (first Lord Strafford).

27¼ m. *Warsop* has a good church of the 12–13th centuries. — 29¾ m. *Langwith Junction* (Rfmts.) is a station also on a line coming from Shirebrook and Mansfield on the S. (see p. 383) and running N. viâ *Creswell & Welbeck* (3½ m.; ½ m. W. of Elmton & Creswell, p. 383) to Sheffield (21½ m.; p. 402). — 33¾ m. *Bolsover*, with another station on the M.R. (p. 383; ¾ m. N.), lies on the lip of a long ridge of magnesian limestone, commanding extensive views westward, across the collicry-dotted *Scarsdale*, to the distant Peak.

***Bolsover Castle** was originally built by William Peveril in the 11th cent., but the Norman keep was reconstructed, on the old foundations, by Sir Charles Cavendish (monument in the church) in 1613–17, who also began the palace on the terrace (now in ruins). Here, in 1634, Charles I and his queen saw the repetition on a grander scale of the Welbeck entertainment (p. 384), with a second version of Ben Jonson's 'Love's Welcome.' The keep (adm. by ticket from Portland Estate Office, Mansfield Woodhouse), an interesting admixture of Gothic and Renaissance motives, contains some beautiful marble *Chimney-pieces. The interesting riding school was added by the son of Sir Charles Cavendish.

36¼ m. *Arkwright Town*. — 39½ m. **Chesterfield** (Market Place Station), see p. 401.

B. FROM MANSFIELD TO WORKSOP.

15 m. M.R. in ½–¾ hr. (2/, 1/3). — Mansfield is approached by railway also from *Nottingham* (see p. 368), from *Newark* (see p. 392), from *Sheffield* and from *Lincoln* and *Chesterfield* viâ Langwith Junction (see above), etc.

Mansfield (*Rfmts.*; *Swan*, with an old oak staircase, R. from 4/6, D. 4/6, pens. from 8½/), a busy town (36,888 inhab.) with hosiery mills and collieries, lies on the *Maun*, to the S.W. of Sherwood Forest. It is a convenient centre for visits to Newstead Abbey, Hardwick Hall, and the Dukeries (5 m. from the Birkland Woods, p. 385). The *Church* (13–15th cent.) has a beautifully proportioned interior.

The *King's Mill* (rebuilt), associated with Henry II and the 'Miller of Mansfield,' is 1 m. S.W. — **Newstead Abbey**, 5 m. S., may be visited by carriage (c. 12/) or by railway as indicated at p. 368. — About 6 m. N.W., reached either by road (carr. from 12/, incl. Bolsover Castle 25/) or by railway to (5 m.) *Rowthorn* (1 m. from the Hall), is ***Hardwick Hall** (Duke of Devonshire), one of the noblest Elizabethan mansions in England, built by the celebrated 'Bess of Hardwick' (p. 372) in 1590–97 (open on Tues., Wed., & Thurs., 11–4; adm. 6*d.* by ticket from the estate office). It is famous for its vast display of windows: "Hardwick Hall, more glass than wall." In *Queen Mary Stuart's Room* are a quilt and couch-cover of her work (probably brought from Chatsworth), but she never stayed here and the present house is later than her death (1587). In the great ***Picture Gallery** (166 ft. long) are a famous full-length portrait of Mary (attributed to Richard Stevens) and interesting pictures of Queen Elizabeth, Anne Henrietta (daughter of Charles I), the family of

Charles I, Arabella Stuart, 'Bess' herself, Hobbes of Malmesbury (see below), and 'the Beautiful Duchess' of Devonshire as Diana. In the deer-park are the ruins of an earlier Hall (temp. Henry VIII). — On the N. verge of the park lies the charming little church of *Ault Hucknall*, in which is buried Thomas Hobbes (1588–1679), author of 'Leviathan.' On the S. side of the park, near the main gate, is *Hardwick Inn*. — At *Hardstoft*, 1½ m. W. of Hardwick, the first boring for crude oil in England was made in Oct., 1918, and oil was struck in May, 1919.

Short lines run from Mansfield to *Clipstone Camp* (with the headquarters of the Machine Gun Corps) and to (6¾ m.) *Edwinstowe* (p. 381) and (8½ m.) *Ollerton* (p. 381).

The Worksop train crosses the town by a high viaduct. Beyond (1½ m.) *Mansfield Woodhouse* diverges a branch for Rowthorn (p. 382), Bolsover (p. 382), and Chesterfield (p. 401). 4½ m. *Shirebrook* has another station on the G.N.R. (1 m. W.; p. 368). We cross the G.C.R. 6 m. *Langwith*, 1 m. N. of Langwith Junction (p. 382). — 8¾ m. *Elmton & Creswell* is the nearest station for (2½ m.) *Welbeck Abbey* (p. 384), the road to which traverses the picturesque ravine of *Creswell Crags*, with their remarkable bone-caves (explored 1875–76). — We pass through a cutting and a tunnel. Beyond (10¼ m.) *Whitwell* we join the main line, trains for Sheffield turning to the left, ours to the right.

15 m. **Worksop** (*Rfmts.*; *Lion*, R. 3/6, D. 3/6, pens. 10/6; *Royal*; *Waverley Temperance*; *Station*, R. from 3/6), a country-town (20,387 inhab.) on the verge of the coal-field. Of the *Augustinian Priory* established here in 1103 there remains the splendid Norman *Nave (155 ft. long; c. 1150–80), the ruined mid-13th cent. Lady Chapel, and the 14th cent. gatehouse. — Worksop is conveniently situated for visitors to Welbeck and Clumber and is a good point for the Dukeries Drive (p. 381; private carriage c. 26/, with two horses 40/).

Worksop Manor (no adm.), to the S.W. of the town (lodge-gate in Park St.), belonged in turn to the Duke of Norfolk and the Duke of Newcastle and is now the seat of Sir John Robinson. The original mansion, a vast Italian pile, was burned down in 1761; the present house is much less imposing. The park, though reduced in size, retains some fine avenues. —**Steetley Chapel*, 3½ m. W., is one of the best examples in England, on a small scale, of enriched Norman work (mid-12th cent.).

From Worksop to *Sheffield* and to *Lincoln*, see p. 404.

C. ROUND OF THE DUKERIES FROM OLLERTON OR EDWINSTOWE.

The circular route described below (c. 21 m.) embraces the Dukeries and all the best points of Sherwood Forest (fares, etc., see p. 381). For those who have time enough, it is, of course, much better split up into two or three separate excursions. — Walkers might go the first day from Ollerton (or Edwinstowe) to Worksop, viâ Welbeck (c. 12½ m.), and next day return viâ Clumber and Thoresby (c. 9½ m.). They must not forget that the parks are open on Mon., Thurs., & Sat. only.

From *Edwinstowe* (p. 381; 2 m. W. of *Ollerton*, p. 381) we proceed W. along the Mansfield road, crossing (1½ m.) a broad grassy drive, at the foot of which (l.) is seen the *Clipstone Archway*, built by the late Duke of Portland in imitation of the Abbey Gateway at Worksop (see above). A few minutes beyond this we quit the high-road, and enter (r.) a beautiful forest drive. [About 1¾ m. farther along the Mansfield road, to the

left, are the inconspicuous relics of the famous *Parliament Oak*.] We proceed through woods, between deep grass borders, passing (r.) the *Russian Hut*, a shooting-box of the Duke of Portland, and (1¼ m.; l.) the venerable remnants of the *Shambles Oak*, or *Robin Hood's Larder*. Continuing in the same general direction, we cross (1½ m.) the little river *Meden* and a public road, bend to the left (N.W.), cross (1 m.) another road, traverse a plantation, and reach (¾ m.) a gate, near the village of *Norton*, on the S. side of *Welbeck Park*. Hence we continue, again bending N.W., across the W. skirts of the park to (2½ m.) the *Estate Office* of Welbeck Abbey. The house itself, which lies ½ m. E. and is approached by a tunnel, is not open to the public, but in normal times (not in 1919) the gardens, riding school, and pleasure-grounds (1/), and the underground apartments (1/), are shown to visitors on week-days, 10–4 (Sat. 10–12).

***Welbeck Abbey**, the imposing seat of the Duke of Portland, occupies the site of a Premonstratensian abbey of the 12th cent., but there are virtually no monastic remains and the present house dates mainly from the early 17th century. It has since been altered and enlarged, and it was restored after a disastrous fire in 1900. The first version of Ben Jonson's antimasque 'Love's Welcome' was performed here in 1633 at an entertainment offered to Charles I by the Duke of Newcastle (comp. p. 382). Welbeck came to the Bentincks in 1734.

The strangest feature at Welbeck is the extraordinary series of underground rooms and tunnels constructed at enormous expense by the eccentricity of the fifth Duke (d. 1879). The largest of these rooms is the *Ball Room* (159 ft. by 63 ft.), containing Reynolds's 'Angel in Contemplation' and other paintings and portraits. The private rooms contain some superb examples of Van Dyck. The *Riding School* (nearly 400 ft. long) has a coloured frieze and a fine glass roof. The *Gardens* (25 acres) contain an arbour-walk of pear and apple trees 200 yds. long. The E. Terrace commands an exquisite *View of *Serpentine Lake* (93¼ acres) and the *Park* (10 m. in circumference). The row of white almshouses for the poor of the estate, near the estate-office, are known as *The Winnings*, having been erected from the Duke's successes on the turf in 1888-90.

From Welbeck Abbey the coaches proceed by the tunnel under the N. end of the Serpentine Lake, traverse a corner of wood, and reach (3¼ m.) the Ollerton and Worksop high-road at a point ¾ m. S. of Worksop. Proceeding S. along this for c. 1 m., they turn to the left and soon after enter *Clumber Park*, which is 11 m. in circuit and still to a great extent forest-like in character. We pass a singularly noble *Avenue of limes (1.) before reaching (2 m.) Clumber House.

Walkers may shorten the distance a trifle by retracing the Edwinstowe route (see above) to (2¾ m.) a point near Norton and going on thence, viâ the S. end of Welbeck Lake, and across the Worksop-Ollerton road, to (2 m.) the village of *Carburton*, whence they cross Clumber Park to (1¼ m.) Clumber House.

***Clumber House**, the seat of the Duke of Newcastle, was erected in 1770 and largely rebuilt after a fire in 1879. The façade towards the lake (87 acres) is distinctly imposing. The house (not shown) contains a fine collection of china, a good library, and many valuable portraits and other paintings. Tickets for the park (Mon., Thurs., & Sat.) and for the church (Mon. & Thurs., 10–4; services on Sun. at 10 & 6) are obtained from the Newcastle Estate Office, Worksop.

Just E. of the house is the beautiful ***Church of St. Mary**, built for the Duke by Messrs. Bodley & Garner in 1889 at a cost of £40,000. The interior, one of the finest neo-Gothic creations in England, is of softly-tinted red Runcorn stone. The wood-carving is mostly by Belgian artists, the admirable stained glass by Kempe. — The breeding of Clumber spaniels is no longer carried on here.

THE DUKERIES & SHERWOOD FOREST
0 1 2 Miles
0 1 2 3 Kilometres
THE DUKERIES
WORKSOP
Barlborough
Whitwell
Clowne
Elmton
Holbeck
Creswell
Welbeck Abbey
Welbeck Park
Great Lake
Carburton
Cuckney
Norton
Bolsover
Langwith
Upper Langwith
Church Warsop
Market Warsop
Warsop Carr
Sookholme
Shirebrook
Carr Vale
Glapwell
Stanfree
Scarcliffe
Palterton
Ault Hucknall
Rowthorn
Pleasley
Mansfield Woodhouse
Clipstone
Clipstone Park
Clipstone Forest
Rufford Forest
Rufford Park
Rufford Lake
Edwinstowe
Ollerton
Boughton
Budby
Thoresby Park
Thoresby Lake
Perlethorpe
Birklands
Bilhaugh
Cockglode
Haughton
Bevercotes
Walesby
Kirton
Ompton
Wellow
Wellow Park
Kneesall
Eakring
Eakring Field
Lit Leyfields
Grimston Hill
Jordan Cas.
Old Ollerton Ho.
Ollerton Ho.
Robin Hoods Cave
Whitewater Br.
Proteus Lo.
Buckgate Lo.
Old Mills Piller
Bilhaugh Lo.
Russell Log
Villa Real
Broomhill Grange
Duke's Arbour
Gorsethorpe
Forest Hill Lo.
Westfield Ho.
Spread Oaks
Parliament Oak
Gorse Brecken
Lidgett
Mount Pleasant
Cavendish Lo.
Pittance Park
Primrose Hill
Radmanthwaite
Pleasley Hill
Pleasley Park
Hardwick Hall
Hardwick Grange
Manor Hills
Lamb Gates
Sparken Ho.
Manton Colliery
Manton
Hawks Nest
College
Rhodes Grange
Batcliffe
Hodthorpe
Bakestone Moor
Harlesthorpe
Barlborough Common
Southgate Ho.
The Walls
The Cinder Hill
Burnt Leys
Steetley Colliery
Darfoulds
Worksop Manor
Osberton Grange
Checker House Sta.
Little Morton
Morton Grange
Upper Morton Grange
Jockey Ho.
Waterworks
Lincoln Corporation
Normanton Inn
R. Poulter
Elkesley
Romely Ho.
Romely Hall
Woodthorpe Hall
Creswell Inn
Creswell Crags
Elmton Common
Elmton & Creswell Sta.
Creswell & Welbeck Sta.
The Model Village
Oaks Inn
Fox Green
Damsbrook
Oxcroft
Woodhouse
Elmton Park
Elmton Lo.
Whaley Hall
Whaley
Whaley Thorns
Langwith Lo.
Woodend
Collingthwaite
S. Carr
Hatfield Grange
Maun Lane
Ruffy North Forest
Pondhouse
Bolsover Moor
Scarcliffe Park
Scarcliffe Grange
Hills & Vale
Bolsover Sta.
Langwith Sta. (MID.)
Park Ho.
Cottages
Palterton & Sutton Sta.
Scarcliffe Sta.
Langwith Sta.
Langwith Wood
Roseland Wood
Roseland
Hundcrastle
Glapwell Sta.
Stony Houghton
Nettleworth Hall
Stuffynwood Hall
Pleasley Park
New Houghton
Rowthorn Hardwick Sta.
Hardwick Hall
Norwood Lo.
Moorhaigh
Baxterhall
Debdale Hall
Stanley
Tuckley
Silverhill Inn
Teversal Sta.
Teversal
Beechhill
Westfield Lo.
Sch.
Common House
Forest Town
Sherwood Hall
Colliery
Mansfield
Mansfield Sta.
Mansfield Sta. (MID.)
Mansfield Sta. (GN)
Mansfield Sta. (GC)
Mansfield Sta. (LNE)
Mansfield Sta. (LMS)
Mansfield Sta. (GW)
Mansfield Sta. (SR)
Mansfield Sta. (LMS)
Mansfield Sta. (LNE)
Mansfield Sta. (GC)
Mansfield Sta. (GN

About 1½ m. E. of the house, near the main gate of the park, is the *Normanton Inn.*

From Clumber House the coach runs S. through the park, crosses the lake (fine distant view of the house to the left), and, beyond (1½ m.) a green lane, enters the domain of ***Thoresby Park,** the seat of Earl Manvers, a modern erection from designs by Salvin (1864–71). The great hall contains a portrait of Lady Mary Wortley Montagu (1689–1762), daughter of the last Duke of Kingston, who was born in the earlier house on this site. The house is not shown, but visitors may cross the **Park* (Mon., Thurs., & Sat. ; no motors), which is the largest (12 m. round) and certainly not the least beautiful in the Dukeries. We quit the park by the *Buckgate Lodge,* 1¾ m. S. of the house, and return (S.W.) to (2 m.) Edwinstowe (or S.E. to Ollerton, 1¾ m.) through the lovely forest tract of **Bilhagh.* Of the oaks here William Howitt writes that they are " clothed with the most impressive aspect of age that can perhaps be presented to the eye in these kingdoms." In the equally beautiful **Birklands,* a little to the right of our route, and ¾ m. N. of Edwinstowe, is the celebrated **Queen's* or *Major Oak,* 60 ft. in girth and reputed to be 1400 years old.

51. FROM LONDON TO YORK.

188 m. G.N.R. and N.E.R. from *King's Cross* in 3½–5½ hrs. (27/, 15/8). This is part of the ' East Coast Route ' to Scotland, viâ Durham and Newcastle (comp. Rte. 62).

Motor Routes. *A.* Viâ Newark, East Retford, and Doncaster, 219 m. (the Great North Road). We leave London by Holloway Road (Pl. Y 38, 43), Highgate, and Finchley. — 10 m. *Whetstone.* — 12 m. *Barnet* (p. 386). — 3 m. *Potter's Bar* (p. 386). — 6 m. *Hatfield* (p. 386). — 5 m. *Welwyn* (p. 386). — 6 m. *Stevenage* (p. 386). — 6 m. *Baldock.* — 8 m. **Biggleswade** (p. 387). — 10 m. *Eaton Socon.* — 6 m. *Buckden.* — 4 m. **Huntingdon** (p. 387). — 5 m. Obelisk on *Alconbury Hill.* [Or from Buckden direct to Alconbury Hill, 7 m.] — 7 m. *Stilton* (p. 388). — 1 m. *Norman Cross* (monument to French prisoners; comp. p. 388). — 6 m. **Peterborough** (p. 388). — 5 m. *Kate's Cabin.* [Or from Norman Cross direct to Kate's Cabin, 3 m.] — 11 m. **Stamford** (p. 390). — 12 m. *Colsterworth.* — 8 m. **Grantham** (p. 391). — 2 m. *Great Gonerby.* — 12 m. **Newark-upon-Trent** (p. 392). — 7 m. *Carlton-on-Trent* (p. 393). — 6 m. *Tuxford* (p. 381). — 7 m. **East Retford** (p. 393). — 3 m. *Barnby Moor.* — 6 m. *Bawtry* (p. 393). — 9 m. **Doncaster** (p. 393). — 10 m. *Wentbridge* (l. for Pontefract, p. 404). — 5 m. *Ferrybridge* (p. 404). — 1 m. *Brotherton.* — 5 m. *Sherburn-in-Elmet.* — 6 m. *Tadcaster* (p. 404). — 9 m. York (Rte. 59). [An alternative road from Doncaster to (33 m.) York, viâ (6½ m.) *Askern* and (12½ m. farther) Selby (p. 394), is shorter but not so good.]

B. Viâ Newark, the Dukeries, and Doncaster, 234 m. From London to (145 m.) *Newark,* see above. — 8 m. **Southwell** (p. 392). — 4 m. *Farnsfield,* 1 m. beyond which we branch to the right from the Mansfield road. — 6 m. *Rufford Park Gates* (p. 382). — 2 m. *Ollerton* (p. 381). [Or from Newark direct to Ollerton, 13 m.] — 3 m. **Edwinstowe** (p. 381). — 3 m. *Budby.* — 4 m. *Cuckney.* — 6 m. **Worksop** (p. 383). — 3 m. *Carlton.* — 6 m. *Tickhill* (p. 393). — 8 m. **Doncaster** (p. 393). Thence to *York,* see above.

As we leave London we thread several tunnels. 2½ m. *Finsbury Park,* a busy junction. Near (5 m.) *Wood Green* the *Alexandra Palace* is seen on the left. Beyond (6½ m.)

New Southgate, station for *Colney Hatch Lunatic Asylum* (l.), we pass from Middlesex into *Hertfordshire* (p. 236). 9¼ m. *New Barnet*, near the scene of the battle of Barnet (1471), in which Edward IV defeated the Lancastrians and the Earl of Warwick was slain (memorial on Hadley Green). *High Barnet* (reached also by the M.R. from London) is noted for its horse and cattle fair (Sept.). — The church of (13 m.) *Potter's Bar* has a crucifix made of fragments of a zeppelin brought down here in 1916. — 18 m. *Hatfield* (Rfmts.; Red Lion) is an ancient little market town on the *Lea*. In the church of St. Etheldreda is the elaborate tomb of Robert Cecil, first Earl of Salisbury (d. 1612), son of the great Lord Burghley.

In a large and fine park just to the E. of the town is ***Hatfield House** (Marquis of Salisbury), a majestic Jacobean mansion erected in 1610–11, after James I had constrained Robert Cecil to exchange the manor of Theobalds for that of Hatfield. When the family is not in residence visitors are admitted between Easter and Aug. 1st on Wed. & Thurs., 2–5, on application to the housekeeper. The chief objects of interest are the portraits by *Zucchero* (Queen Elizabeth), *Oudry* (Mary, Queen of Scots), *Van Dyck*, *Kneller*, *Mytens*, *Reynolds*, and others, and the valuable collection of MSS. and state-papers. The old Hatfield Palace (of which one side remains) was built in 1496 by the Bishop of Ely and afterwards became a royal residence. Princess Elizabeth was living here in confinement when Queen Mary died, and tradition points out the oak in the park beneath which she received the first news of her accession. — *Brocket Hall*, 3 m. N.W., has been occupied in turn by Lord Melbourne (d. 1848), Lord Palmerston (d. here in 1865), and Lord Mount Stephen.

Branch-lines run from Hatfield to *St. Albans* (p. 347; 6 m.); to *Luton* and *Dunstable* (see p. 350); and to *Hertford* (9½ m.). — **Hertford** (*Dimsdale Arms*), an ancient country town (10,383 inhab.) on the *Lea*, most conveniently reached direct from London, possesses an old *Castle*. About 2 m. N.W. is *Panshanger*, the modern Gothic residence of Lord Queenborough. Its picture-gallery (no adm.), though it has lost the 'Cowper Madonna,' by Raphael, and many Vandycks, is still famous.

Beyond Hatfield we cross Digswell Viaduct (view). Edward Young (1683–1765), author of 'Night Thoughts,' was rector of (22 m.) *Welwyn*. — 25 m. *Knebworth*. About 1 m. W. is the much altered 16th cent. mansion of *Knebworth Park*, the ancestral home of the Lyttons, where Bulwer Lytton (1803–73) wrote many of his novels. — At (28½ m.) *Stevenage* we are joined by a new line from Hertford. — 32 m. **Hitchin** (*Rfmts.*; *Sun*; *Cock*), an old coaching town (11,905 inhab.), has many picturesque old houses and a fine parish church (12–15th cent.) with good screen-work and a 15th cent. font. The *Biggin*, adjoining the churchyard, is a quaint 17th cent. almshouse. George Chapman (1559?–1634), translator of Homer, is said to have been born in Tilehouse Street. *Salem Chapel*, likewise in this street, owns a chair presented by John Bunyan.

From Hitchin to Cambridge, 26 m., G.N.R. in 35 min.–1 hr. (3/10, 2/2). — 2½ m. **Letchworth** (*Letchworth Hall*, a Jacobean manor-house, unlicensed; *Garden City Hotel*; *Balmoral*), the first 'garden city' in England (5324 inhab.), was founded under the inspiration of Ebenezer Howard in 1903, and is an interesting and successful social experiment. Its growing industrial importance (printing, book-binding, motor-making, engineering, munitions) is skilfully harmonized with its attractiveness as a residential town. During the War many Belgian refugees settled here. — 9 m. *Ashwell*, 2½ m. N.W. of the station, has a 14th cent. church, with a tall and striking tower. — At (13 m.) *Royston* (Bull), beneath the street near the post office, is a curious cave (adm. 3*d.*; perhaps once a hermit-

age), with 13–14th cent. figure-carvings and reliefs. The hooded crow (Corvus cornix), which frequents the neighhourhood in winter, is known also as the Royston crow. — 26 m. *Cambridge*, see p. 526.

From Hitchin to *Bedford*, see p. 352.

36 m. *Three Counties*, so called from the lunatic asylum serving Beds, Herts, and Hunts, is the first station in *Bedfordshire* (p. 350). Beyond (41 m.) *Biggleswade*, (44 m.) *Sandy*, where we intersect the L. & N.W.R. from Cambridge to Bletchley (p. 237), and (47½ m.) *Tempsford*, we enter Huntingdonshire.

Huntingdonshire, or **Hunts**, most famous as the birthplace and abode of Oliver Cromwell, is a small agricultural county the N.E. portion of which falls within the fen district (p. 520). Its chief rivers are the sluggish Ouse and the Nene or Nen. Robin Hood figures in some later versions of his legend as Earl of Huntingdon, a title which in historical fact was borne by the Scottish kings from David I (1084–1153) until they lost their English possessions under Edward I. Since 1529 the title has been in the Hastings family.

52 m. *St. Neots* (Cross Keys; New Inn Hotel, pens. 8/6), on the *Ouse*, c. 1 m. from the station, has a fine Perp. church-tower. The line now skirts the brimming Ouse (l.), and as we approach Huntingdon we enjoy a good view (l.) of *Hinchingbrooke House*, the palatial seat of the Earl of Sandwich, which until 1627 belonged to the ancestors of Oliver Cromwell.

59 m. **Huntingdon** (*Rfmts.*; *George*), the county town (4000 inhab.) of Hunts and the birthplace of Oliver Cromwell (1599–1658), lies on the *Great Ouse*. From the G.N.R. station George St. leads N.E. to the High St. Here, to the right, is the church of *All Saints* (late-Perp.; restored), in which is preserved the register of the demolished church of St. John, with the record of Cromwell's birth and baptism, and the later gloss (now scored out) "England's plague for 5 years." The former *Grammar School*, opposite, in which the Protector and Samuel Pepys (1633–1703) were educated, was restored in 1876, when the doorway and windows of the Hospital of St. John (founded by David I of Scotland; see above) were brought to light. To the N.W. the High St. leads towards Hinchingbrooke House (see above), passing *Cromwell House*, the successor of the house in which Cromwell was born. In the other direction the street leads past the house in which Cowper lived with the Unwins in 1765–67 (tablet; comp. p. 352) to *St. Mary's* (tower rebuilt in 1620) and thence across the river by an ancient bridge (c. 1294) to Godmanchester (see below).

From Huntingdon to Cambridge, 20 m., G.E.R. in 50–60 min. (3/, 1/8). — ¾ m. *Godmanchester*, an old town (2130 inhab.) with a mainly Perp. church and some quaint timbered houses. — 5 m. **St. Ives** (*Golden Lion*; *White Horse*), another small and ancient town (3015 inhab.), the foundation of which is ascribed to St. Ivo, a Persian missionary-bishop (6th cent.). On the old bridge spanning the Ouse is a chapel of the 15th cent. (partly rebuilt in 1689), now used as a dwelling. Oliver Cromwell (statue in the market-place) lived here for five years in Old Slepe Hall (demolished in 1848). A 14th cent. tithe-barn, at Green End, to the N. of the town, is known as *Cromwell's Barn*. From St. Ives to *Ely*, see p. 541; to *March* (King's Lynn), see p. 564. — At (15¼ m.) *Histon* is Messrs. Chivers' jam factory. — 20 m. *Cambridge*, see p. 526.

From Huntingdon to *Kettering*, see pp. 353, 354.

From (69 m.) *Holme* a branch-line runs to (5 m.) *Ramsey* (Anchor ; Lion), with an interesting partly Norman church and the ruined gateway of a Benedictine abbey (founded in 969).

About 6 m. S.W. of Holme is *Little Gidding*, with a small 17th cent. church, interesting as the scene of Nicolas Ferrar's 'Protestant nunnery' (temp. Charles I), described in Shorthouse's 'John Inglesant.'

On the left of the line rises the tall spire (Perp.) of (72½ m.) *Yaxley*. About 3½ m. S.W. of the station lies *Stilton*, to which 'Stilton cheese' (not made in the neighbourhood) was originally brought by waggon from Leicestershire to be carried to London by stage-coach. — We are now in the *Fen District* (p. 520), drained and fertile. As we approach Peterborough the cathedral comes into view on the right. We cross the *Nene* and enter *Northamptonshire* (p. 240).

76 m. **PETERBOROUGH** (33,574 inhab.), an ancient city, once known as *Medehamstede*, grew up around a great monastery founded c. 656 (see below) and has been a bishop's see since 1541. It is also a busy railway centre and a thriving industrial town, with large brick fields and other works. It was the birthplace of William Paley (p. 508).

Railway Stations. *G.N.R. Station*, W. of the town, ¼ m. from the cathedral, used also by the M.R. — *G.E.R. Station* (Rfmts.), ¾ m. S. of the cathedral, used also by the L. & N.W.R. and the M.R.

Hotels. GREAT NORTHERN HOTEL, at the G.N.R. Station; ANGEL, Narrow St.; GRAND, Wentworth St.; BULL; PETERBOROUGH. **Post Office,** Cumbergate.

From the G.N.R. Station Thorpe Road and the Cowgate lead E., passing the Perp. church of *St. John Baptist* (1401–7), to the market-place, with the quaint *Town Hall* (17th cent.). In Queen St., leading N. from the Cowgate, is a *Museum* (9–5 ; adm. 3*d*.), interesting for its Roman remains and an assortment of work by the French prisoners confined during the Napoleonic wars at the barracks of *Norman Cross* (p. 385 ; pulled down in 1816). From the market-place the *Western Gateway* (originally Norman, but much altered) admits to the *Minster Close*, in front of the W. façade of the cathedral. To the left is the chancel of the *Becket Chapel* (late-Dec. ; c. 1370), used until 1888 as a grammar-school. To the right (S.) is the *Knights' Gateway* (c. 1302), leading to the *Bishop's Palace*. A corresponding gateway (1515) to the left admitted to the Prior's House, now the *Deanery*.

The ***Cathedral** (dedicated to SS. Peter, Paul, and Andrew) is one of the most important Norman buildings left in England (dimensions, see p. xlix). It is open from 9 a.m. (adm. to choir 6*d*., to the Saxon foundations 6*d*., to the tower and triforium 6*d*.). Services on week-days at 10 a.m. & 5.30 p.m. ; on Sun. at 8.15, 11, 3.30, & 6.30.

HISTORY. Though situated in Northants, Peterborough Cathedral belongs to that splendid series of Saxon foundations — the monasteries of the Fen District. Founded by Peada, sub-king of Mercia (d. 656), the monastery, with its first church, was destroyed by the Danes in 870. It was rebuilt in the 10th century. This second Saxon church was burned down in 1116, and the present building was begun the following year (800th anniversary celebrated in 1917). The E. limb was completed, the transepts and tower piers carried some way up, and the

nave begun before 1155. In that year William de Waterville took up the work. He completed the transepts, the piers and arches of the crossing, and the central tower, and did a good deal of work in the nave, especially on the S. side. All this grand early Norman work, except the tower, remains. In 1177 Abbot Benedict added two W. bays, making ten in all, completed the aisles, vaulted all but the tenth bay of the aisles, and (probably) ceiled the nave. This work, finished in 1199, completed the original design, adhered to by successive builders. In the West Transept, which Benedict began, pointed arches show the departure from the old style. This transept was finished by Benedict's successor, Abbot Andrew (1195–1200), who built also the N.W. tower, and began a rich and spacious porch to the central portal. The next abbot, Acharius (1200–10), probably designed the unique and splendid *West Façade, which is the most striking feature of the exterior, though it has the technical demerit of masking the Norman front. A magnificent Lady Chapel (pulled down in the 17th cent.) was added c. 1270. In the 14th cent. the central Norman tower was replaced by one lower and lighter (rebuilt on the original lines, 1884–86), and the lovely S.W. spire was added. In the 13th and 15th cent. light was let into the cathedral by substituting larger windows for the Norman ones. The fan-vaulted retro-choir was built between 1488 and 1528. Finally, wholesale sacking of the interior (glass, woodwork, sculpture, monuments) by Cromwell's soldiers, and 19th cent. re-paving of the presbytery, new stalls, and the recent careful restoration of the W. façade, complete the history of the fabric.

Interior. The grand Norman *Nave is entered from the parvise porch, a rich early-Perp. addition (1370), with a remarkable central boss of the Trinity. On either hand opens the W. Transept, with noble pointed arches under the W. towers. Other impressive features of the nave are the finely-vaulted aisles, the dignified triforium and clerestory, and the expanse of painted ceiling. To the N. of the W. door is an 18th cent. copy of a curious portrait of *Old Scarlett* (Pl. 15; d. 1594), who "interd two queenes within this place" (see below); to the S. is an old *Font*, the bowl of local marble. On one of the S. nave-piers a tablet commemorates Nurse Cavell (p. 552), who was at school in Peterborough. — On the E. side of the N.E. Transept are two blocked-up arches, formerly opening into the destroyed Lady Chapel. Below the floor level of this transept several sculptured slabs, presumably coffin-lids, of Saxon date, were discovered in 1888. They remain in what is doubtless their original position, outside the walls of the early Saxon church. Foundations of this church may be seen beneath the S.E. transept. The total length of its transept was 92 ft., of its chancel only about 23 ft., thus suggesting an approximation to the early-Christian T-shaped plan. The timber ceiling of the transepts (restored) is the only original Norman ceiling extant. That in the nave was given sloping sides in the 14th century. — The *Choir is the oldest part of the building, but the wooden roof is Perp., with groining ribs springing from the Norman shafts, except over the apse, where the flat roof is retained (painted 1855). This apse stands within the 'new building,' i.e. the procession path and chapels added late in the 15th century. In the N. choir-aisle is the grave of Queen Catherine of Aragon (Pl. 14; d. 1536), demolished by the Puritans, and in the S. choir-aisle is a slab marking the supposed burial-place of Mary, Queen of Scots (Pl. 13), buried in the church in 1587 but twenty-five years later

disinterred, by order of her son, James I, for more stately burial in Westminster Abbey. Tablets to the two queens, subscribed for by the 'Catherines' and 'Marys' of England, have been placed near their graves. — On the S. side of the cathedral are the ruins of the fine cloisters, showing, in the S. and W. walls, work of very different dates, some of it antecedent to the cathedral itself. To the S.E. of the cloister-garth are other interesting mediæval remains, including the ruins of the monastic *Infirmary*, some of the canons' houses, and the bishop's palace.

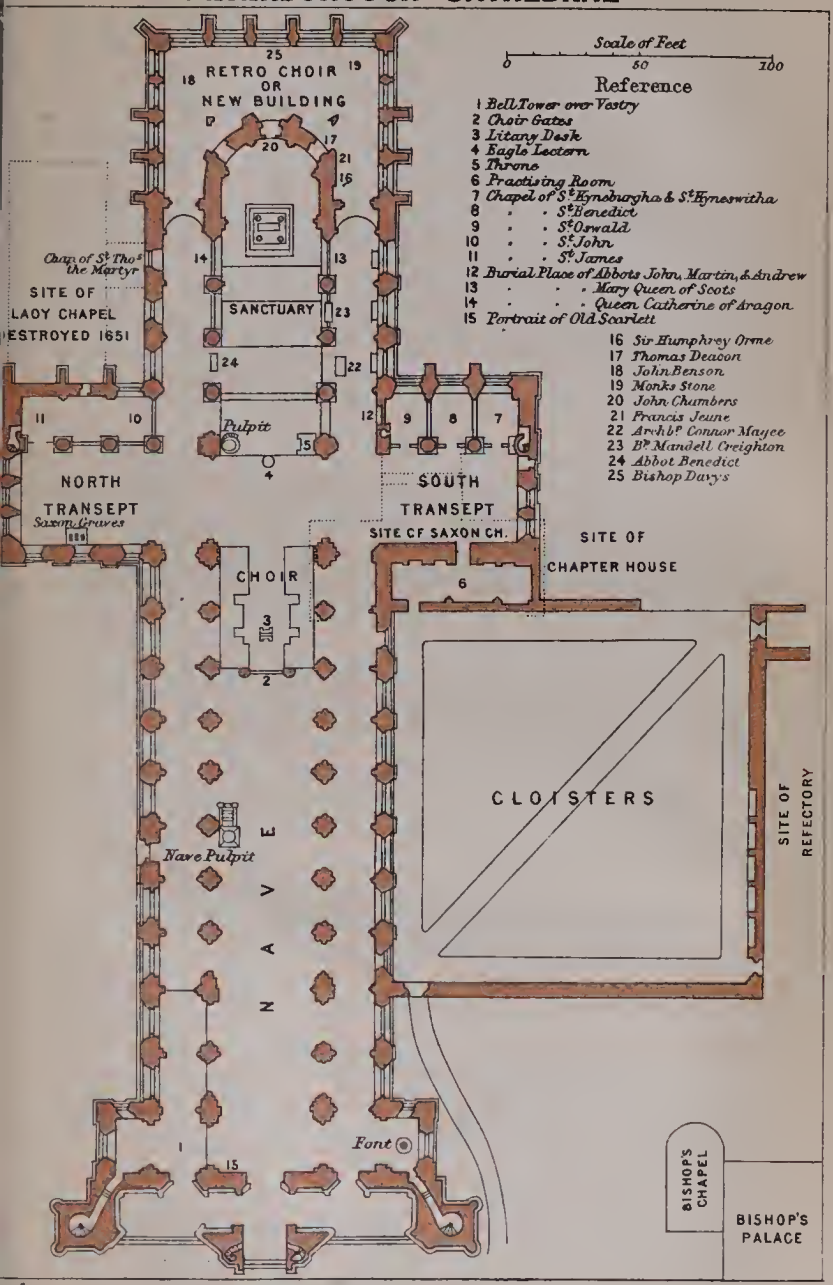
Crowland, about 8½ m. N. of Peterborough, may be reached by motor-omnibus (Wed., Sat., & Sun., fare 10*d.*; private carriage or car 13/6–15/). Or a carriage may be ordered from the George Inn at Crowland to meet the train at *Eye Green* (p. 564; best), *Postland* (p. 521), *Peakirk* (p. 521), *Deeping St. James* (p. 521), or *Thorney* (p. 564), all within 4–5 m. of the abbey. ***Crowland** or **Croyland Abbey**, established about 710 by King Ethelbald and dedicated to SS. Bartholomew and Guthlac, became a centre of piety and learning and is said to have supplied some of the earliest teachers at Cambridge. The fine ruined church, which alone remains, dates from 1113–1464; its richly ornamented W. front, with its 13th cent. doorway, is especially impressive. The N. nave-aisle is used as the present parish church. Standing high and dry in the middle of the little town is a very interesting ***Triangular Bridge**, dating from c. 1350. The curious stone effigy on it, locally explained as King Ethelbald or Oliver Cromwell, may be a figure of the Saviour from the abbey. — About 2 m. W. of Peterborough is *Milton Park*, the woods of which afford pleasant walks. — Excursions may be made also to *Castor*, *Fotheringhay*, and the unique series of churches on the line to *Northampton* (see pp. 240, 241).

From Peterborough to Stamford, 13 m., M.R. in ½ hr. (1/9, 1/). The trains start from the G.E.R. Station and pass through the G.N.R. Station. 6 m. *Helpston* is 4 m. S.W. of Market Deeping (comp. p. 521).

13 m. **Stamford** (*George*; *Crown*; *Stamford*, R. from 3/6), an ancient and very picturesque town (9647 inhab.) of unusual historical and architectural interest, is situated on the *Welland*, the boundary between *Northants* (p. 240) and *Lincolnshire* (p. 511). It is mentioned in a grant of c. 660, and became one of the Danelagh towns (p. 366). For a time, after the arrival of seceding students from Oxford in 1333, it became a serious competitor of the older university. It never quite recovered its devastation by the Lancastrians in 1461. From the G.N. Station we follow Water St. to the W., cross (5 min.) the bridge to the right, and reach the church of *St. Mary*, with its noble E.E. tower (13th cent.) surmounted by an early-Dec. broach spire (163 ft. high). A little to the E. of this is *St. George's*, with curious arcading and some old glass. Turning to the W. (l.) from St. Mary's, we pass *St. John's* (fine woodwork) and reach Red Lion Square, with the church of *All Saints*, mainly E.E. with Perp. insertions and a Perp. tower and spire (152 ft.); the impressive interior contains some fine brasses. To the N.E. of this point, in Broad St., is *Browne's Hospital* (founded c. 1480; good glass and fine open screen in the chapel), the most interesting of the almshouses, known as 'Callises' (from the wool-merchants of the great staple of Calais), which are a feature in Stamford. In St. Paul's St., about 5 min. E., are the *Grammar School* (l.; of ancient foundation) and (r.) the ivy-clad gateway (built into a modern wall) of *Brasenose College*, said to have been built for the Oxford students in 1333 (see above, and comp. p. 314). About ½ m. farther to the E., near the Uffington Road, is the church of the Benedictine *Priory of St. Leonard* (now a barn), with Norman and Transitional arcading (12th cent.). In the part of the town S. of the river, known as *Stamford Baron*, stands the Perp. church of *St. Martin*, the fine interior of which contains the tombs of Lord Burghley (1520–98), Queen Elizabeth's Lord Treasurer, and other members of the Cecil family. In the churchyard lies Daniel Lambert (d. 1809), who attained a weight of 52 stones 11 lb. (739 lb.). On the W. side of the town, near the river, are the scanty remains of the *Norman Castle*.

To the S. of Stamford (1¼ m.), in a spacious park (entrance in North Road), stands the stately ***Burghley House** (Marquis of Exeter), one of

PETERBOROUGH CATHEDRAL



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the best examples of English Renaissance architecture, with tall chimneys and cupola, built by the great Lord Burghley in 1553–87. It contains a large collection of paintings, chiefly works of the Italian and British schools, and portraits by Van Dyck, Holbein, and others; fine furniture; carvings by Grinling Gibbons; and many interesting relics. In the billiard-room hang portraits (by Lawrence) of the tenth Earl of Exeter and his wife, a Shropshire 'village-maiden,' the subjects of Tennyson's ballad 'The Lord of Burleigh.' Visitors are admitted on Wed., Thurs., Sat., & bank holidays, 10–12.30 & 2–4.15 (tickets 1/ each). — *Barnack*, 3½ m. S.E., see p. 241. — At *Wothorpe*, 1 m. S., are the picturesque ruins of a mansion of 1600, once occupied by George Villiers, second Duke of Buckingham. — The church of *Tickencote*, 3 m. N.W. (motor-omn.), is a striking example of enriched late-Norman work (c. 1160). Close by was fought the battle of 'Losecoat Field' (1470). — *Wittering*, 3½ m. S., has a church with a Saxon arch; *Little Casterton*, 2 m. N., has a Norman church. — From Stamford to *Wansford*, see p. 241; to *Essendine*, see below; to *Seaton*, see p. 243; to *Leicester*, see p. 358.

From Peterborough to *King's Lynn*, see p. 564; to *Boston*, *Lincoln*, and *Grimsby*, see Rte. 67; to *Rugby*, see p. 243; to *Northampton*, see p. 240.

Beyond Peterborough we cross the Welland and enter *Lincolnshire* (p. 511) just before reaching (84¾ m.) *Tallington*, 2¾ m. W. of *Market Deeping* (comp. p. 521). — 89 m. *Essendine* is the junction of branch-lines to (6½ m.) *Bourne* (r.; p. 521) and to (4 m.) *Stamford* (l.; p. 390). At (92 m.) *Little Bytham* we intersect a line from Saxby to Bourne (see p. 354). About 4½ m. W. of (97 m.) *Corby* is *Woolsthorpe Manor* (now a farmhouse), where Sir Isaac Newton was born on Christmas Day, 1642, and where he saw the 'gravitation apple' fall. We thread *Stoke Tunnel*. 102 m. *Great Ponton*, with its conspicuous church-tower (l.; 1509). About 2½ m. E. is *Boothby Pagnell*, with a late 12th cent. *Manor House, one of the few remaining examples of a Norman domestic building.

105½ m. **Grantham** (*Rfmts.*; *Angel & Royal*; *George*, both near the church), an ancient town (20,070 inhab.) on the *Witham*, is an important railway and hunting centre, with large engine works. On leaving the railway station we turn to the left, cross *St. Peter's Hill* (with a statue of Sir Isaac Newton), and reach (½ m.) **St. Wulfram's*, the parish church, a fine E.E. and Dec. structure (chiefly 13th cent.), with a beautiful crocketed spire, 280 ft. high (14th cent.). The varied window tracery and the chained books in the library over the S. porch are interesting. Below the S.E. or Lady Chapel is a double crypt (c. 1340). — To the N.E. of the church is the late-Perp. *Grammar School*, of which Sir Isaac Newton (1642–1727) was a pupil. — In the market-place is an ancient *Market Cross*, re-erected here in 1910. — The *Angel Hotel*, at the N. end of High St., is one of the very few mediæval hostelries still remaining in England.

It once belonged to the Knights Templars, and King John is said to have held a court here in 1213. Here Richard III signed the death-warrant of the Duke of Buckingham (1483). The date of the gateway (14th cent.) is indicated by the heads of Edward III and Queen Philippa in the hood-moulding. — The *George Hotel*, nearly opposite, is described in 'Nicholas Nickleby' as "one of the best inns in England."

Belvoir Castle (pron. 'Beever'), the imposing seat of the Duke of Rutland, is strikingly situated 7 m. S.W. of Grantham. It was rebuilt by Wyatt in 1816, after a fire. Its splendid collections are open to the public on Mon., Thurs., & Sat. (12–4; adm. 1/), the gardens on week-days. It is most easily reached from *Bottesford* (p. 392; 3½ m. N.) or *Redmile* (p. 358), 2½ m. N.W., at which stations public brakes

sometimes meet the trains. Besides one of the finest private picture galleries in England, the castle contains tapestry, armour, miniatures, and other objects of art. Among the important masters represented in the collection are *Murillo* (Holy Family, in the chapel, etc.), *Spagnoletto* (*Ribera*), *Rembrandt* (*Portrait), *Van Dyck*, *Holbein* (Henry VIII), *Dürer*, *Rubens* (*Holy Family, *Hercules and Antæus), *Jan Steen* (Grace before Meat), *Teniers* (*Flemish Proverbs, etc.), and most of the great Dutch masters, *Poussin* (Seven Sacraments; replicas at Bridgewater House in London), *Le Nain*, *Hogarth*, *Kneller*, *Reynolds* *Gainsborough* (landscapes), and *Hoppner*. The tapestry in the Regent's Gallery and the miniatures are noteworthy. The keep, known as *Staunton Tower*, is held on feudal tenure by the Staunton family.

Belton House (Earl Brownlow), 2¾ m. N. of Grantham, is a Wren creation of 1689, attractive both outside and in. It contains carvings by Gibbons and a few portraits (special permission necessary). The fine park is open to the public. *Belton Church* has some good monuments.

From Grantham to Nottingham, 22½ m., G.N.R. in ¾–1 hr. (2/11, 1/10). — At (7½ m.) *Bottesford*, the most convenient station for Belvoir (p. 391), diverges the Leicester line (p. 358). The fine early-Perp. church has a lofty crocketed spire (210 ft.) and its chancel is crowded with monuments of successive owners of Belvoir. — The church of *Orston*, 1 m. N. of (10 m.) *Elton*, has a striking Restoration font, carved after a mediæval model. — 11¾ m. *Aslockton*, the birthplace of Abp. Cranmer (1489–1556; manor-house, now a farm); 14 m. *Bingham*, with an important church (E.E., Dec., & Perp.); 18 m. *Radcliffe-on-Trent*; 22½ m. *Nottingham* (London Road), see p. 365.

From Grantham to Lincoln, 25 m., G.N.R. in ¾ hr. (3/4, 2/0½). — 4 m. *Barkston* (see below). At (6½ m.) *Honington* the Boston line (p. 522) diverges to the right. We now skirt the *Cliff* (r.), an oolite escarpment crowned by a series of interesting churches. 10 m. *Caythorpe*, with an unusual Dec. church (partly rebuilt); 12½ m. *Leadenham*, with a good late-Dec. church; 16 m. *Navenby*, with the finest church on the Cliff (late-Dec. chancel; debased tower). Gen. Sir Wm. Robertson was born in 1866 at *Welbourn*, 7 m. N. of Leadenham. — 25 m. *Lincoln*, see p. 513.

From Grantham to *Boston*, see p. 522; to *Leicester*, see p. 358.

110 m. *Barkston* (see above). Beyond (115 m.) *Claypole*, with a prominent church (tall and graceful spire), we cross the *Witham* and enter *Nottinghamshire* (p. 365).

120 m. **Newark-upon-Trent** (*Rfmts.*; *Clinton Arms*; *Ram*; *Saracen's Head*), an ancient town (16,408 inhab.) with breweries, gypsum mills, and agricultural implement works, lies mainly on the *Devon*, near its junction with the branch of the Trent locally known as the 'Canal.' The old *Castle* (12–15th cent.), with a fine Norman gatehouse tower, endured three sieges in the Civil War and was dismantled in 1646. King John died here in 1216. The Perp. church of **St. Mary Magdalen*, with an E.E. tower and Dec. spire, contains the brass of Alan Flemyng (d. 1361; S. transept) and an oaken rood-screen. The *Beaumont Market Cross* dates from the late 15th century. The *Grammar School* was founded in 1529. The *Queen's Sconce*, ½ m. S.W., is a relic of the Civil War defences. — Jeanie Deans spent a night at the *Saracen's Head* on her way to London. W. E. Gladstone was the Conservative member for Newark in 1832–45.

The church of *Hawton*, 1½ m. S. of Newark, has one of the finest Easter Sepulchres in England, carved in three sections.

From the Midland station at Newark (1 m. from the other; omn. 6*d.*), a line runs to *Mansfield* (p. 382; 18½ m., in ¾ hr.) via (3½ m.) *Rolleston Junction* (p. 368) and (6 m.) *Southwell*. — **Southwell** (*Ye Olde Saracen's Head*, a mediæval timbered edifice, R. from 4*s.*, D. 4/6), a small town on the *Greet*, with 3349 inhab., is noted for its fine *Minster, which became the capital of a new diocese in 1884. This is a cruciform church, 306 ft.

long and 122 ft. across the transepts. The nave, transepts, and three towers are Norman (early 12th cent.), the choir is E.E. (1230–50). Among the most notable features are the impressive interior of the nave; the circular windows in the clerestory of the nave and transepts; the ingeniously combined triforium and clerestory of the choir; the Dec. rood-screen (14th cent.); the rare late-Norman N. porch; and the graceful foliage *Capitals of the chapter-house (1285–1300). To the S. of the minster are the picturesque remains of the Abp. of York's *Palace*. The new *Episcopal Palace* is by Carõe. It was at Southwell that Charles I, lodging in the Saracen's Head, surrendered to the Scots Commissioners in 1646. Lord Byron spent the vacations of 1804–7 with his mother at *Burgage Manor*, on the E. side of Southwell. Robert Lowe (1811–92) was a pupil at the *Grammar School*. General Allenby (b. 1861) was born at Southwell and baptized in the minster.

From Newark to *Melton Mowbray* and *Market Harborough*, see p. 355; to *Nottingham* and to *Lincoln*, see p. 368.

Beyond (126½ m.) *Carlton-on-Trent* Lincoln Cathedral may (in clear weather) be seen in the distance to the right. At (131 m.) *Dukeries Junction* we intersect the G.C.R. (comp. p. 381). 132 m. *Tuxford*, comp. p. 381. — 138½ m. **Retford** or *East Retford* (*Rfmts.*; *White Hart*, R. from 4/6; *Crown*), a brisk little market-town (13,385 inhab.), is also on the G.C. line from Lincoln to Sheffield viâ Worksop (comp. p. 404) and it is the junction of a line to Great Grimsby viâ Gainsborough (comp. p. 519). — About 3 m. W. of (144 m.) *Ranskill* is the picturesque little town of *Blyth*, with the early-Norman nave of a Benedictine priory-church (two fine screens).

146 m. *Scrooby* (Wooffenden Boarding House) contains the scanty remains of a palace of the Abps. of York and (opposite) a manor-house (now a farm) occupied by William Brewster (1560?–1644), the 'Pilgrim Father' (adm. 1/; tablets placed by the Pilgrim Society of Plymouth, Mass.). Brewster was keeper of the 'post office' at Scrooby in 1594–1607. His pew is pointed out in the E.E. church (key at the post office). — At the old-fashioned little town of (148 m.) *Bawtry* (Crown) we enter the West Riding of *Yorkshire* (p. 459). *Austerfield*, 1¼ m. N.E., with an interesting Norman church, was the birthplace of William Bradford (1590–1657), second governor of Plymouth, in New England. The old manor-house of the Bradfords still exists.

156 m. **Doncaster** (*Rfmts.*; *New Danum*; *Angel & Royal*; *Reindeer*; hotel charges raised during the races), a thriving agricultural town (30,516 inhab.) with coal-mines in the vicinity and the locomotive works of the G.N.R., lies on the *Don*. The parish church (*St. George's*) is a handsome modern Dec. building, erected by Sir G. G. Scott in 1858 to replace an earlier edifice destroyed by fire. The fine tower (r.) is 170 ft. high. Doncaster, a great racing centre, is most familiarly known as the scene of the *St. Leger*, established in 1776 and run on the Town Moor in September. There was a racecourse here as early as 1615.

From Doncaster to Shireoaks, 19½ m., railway in 50 min. (3/4, 1/8). — At (6 m.) *Tickhill* are a ruined Norman castle and a large early-Perp. church (c. 1360), containing one of the earliest Renaissance monuments in England. — 10 m. *Maltby* (White Swan) is the station for **Roche Abbey** (1½ m. S.), founded by the Cistercians in 1147. The picturesque ruins include parts of the transepts and chancel and the main gateway. Adjacent is *Sandbeck Park* (Earl of Scarbrough). — 19½ m. *Shireoaks*, see p. 404.

From Doncaster to Sheffield, 19 m., M.R. in ¾–1 hr. (2/6, 1/6). The line ascends the valley of the *Don*. — 5 m. *Conisborough* (Star; Red Lion) possesses a Norman castle (late 12th cent.; fine circular keep), the home of Athelstane in 'Ivanhoe.' 8 m. *Swinton* (p. 405); 13½ m. *Rotherham* (p. 404); 15½ m. *Wincobank*, with a British camp. — 19 m. *Sheffield*, see p. 402. — There is an alternative route by the G.C.R.

From Doncaster to Hull, 40¾ m., N.E.R. in 55–85 min. (5/5, 3/4½). This is the final section of the main line from London to Hull. — To (9¾ m.) *Thorne*, see p. 512. We then skirt *Thorne Waste*, an unreclaimed peat-moor. — 17 m. **Goole** (20,332 inhab.; *Sidney Hotel*), a seaport with large docks, is situated at the junction of the *Ouse* and the *Don*, not far from the point where the Ouse unites with the *Trent* to form the *Humber*. Steamers ply hence to Hull (25 m. in 2 hrs.) and to various Continental ports (see p. lv). Branch-lines run to *Selby* (see below); to *Haxey* (see p. 518); and to (16½ m.) *Knottingley* (L. & Y.R.; junction for lines to Pontefract and Wakefield, to Leeds, and to Doncaster). — Our line crosses the Ouse by a swing-bridge, 830 ft. long. — 23¾ m. *Staddlethorpe*, and thence to *Hull*, see p. 408.

From Doncaster to *Barnetby* (Hull, Grimsby), see p. 512; to *Lincoln* and *Ely*, see Rte. 66. Other lines run to Wakefield and Leeds, to Manchester and Liverpool, and to Pontefract (York).

158 m. *Arksey* has a late-Transition church. — 174½ m. **Selby** (*Rfmts.*; *Londesborough*, near the Abbey; *George*) is a country-town (9048 inhab.), with oil-works, flax-scutching mills, and boat-building yards. It lies on the right bank of the tidal *Ouse*, here navigable for small steamers. It is said to be the birthplace of Henry I (1068–1135). Turning to the left on leaving the station, we soon reach the *Abbey Church (dedicated to the Virgin and St. Germanus), which, despite a disastrous fire in 1906, remains one of the most perfect monastic churches in England (306 ft. long; open 9–5). The Benedictine abbey to which it belonged was founded in 1069; the existing church seems to have been begun about 30 years later.

We enter by the W. front, the lower part of which is Transition, with a fine recessed doorway of five orders. The nave is an example of the so-called 'Durham School' and is notable as representing five different periods of building. Norman work (1097–1123) occurs in the four E. bays of the nave, the four tower-arches, and the N. transept. At the W. end the architecture of the nave becomes Transitional, with pure E.E. in the S. triforium and both clerestories. The slender vaulting-shafts on the S. side of the nave are unusual. The *Choir is Dec. throughout, though of more than one period, with remains of rich sculpture. The late-Dec. screens and sedilia are noteworthy. Some old stained glass remains in the Lady Chapel, choir, and sacristy. The great *East Window, a 'Jesse window' with a fine 'Doom' in its beautiful flamboyant tracery, suffered in the fire but has been well restored. The Washington arms (comp. p. 364) appear in a window of the choir-clerestory. In 1912 a new S. transept was built on the site of the old one, which had been in ruins since 1690. The N. porch enshrines a magnificent Norman doorway.

From Selby to Bridlington, 42½ m., N.E.R. in 1¼–1½ hr. (5/8, 3/6½). — At (3 m.) *Cliff Common*, the first station, the Derwent Valley Light Railway diverges on the N. for (16 m.) *York* (Layerthorpe station; Rte. 59). 17 m. *Market Weighton*, see p. 480; 31 m. *Driffield*, see p. 477. — 42½ m. *Bridlington*, see p. 477.

From Selby a short line (rail motors in 24 min.) runs to (12 m.) *Goole* (see above), and another (different station; electric motors in 17 min.) to (5 m.) *Cawood*, with the picturesque gateway of the palace of the Abps. of York, where Card. Wolsey was arrested in 1530.

From Selby to *Hull* and to *Leeds*, see p. 407.

As we leave Selby we cross the Ouse by a swing-bridge and beyond (184 m.) *Naburn* we cross it again. York Minster comes into view on the right.

188 m. **York**, see Rte. 59.

IV. NORTHERN ENGLAND.

ROUTE	PAGE
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52. FROM LONDON TO CARLISLE.

Motor Routes. *A*. Viâ Kendal and Penrith, 305 m. From London to (189 m.) *Warrington*, see p. 214. — 12 m. *Wigan* (p. 450). — 17 m. **Preston** (p. 397). — 11 m. *Garstang* (p. 398). — 11 m. **Lancaster** (p. 398). — 6½ m. *Carnforth* (p. 399). — 7 m. *Milnthorpe* (p. 399). — 7½ m. **Kendal** (p. 399). — 16 m. *Shap* (p. 400). — 10 m. *Penrith* (p. 400). — 18 m. **Carlisle** (p. 507).

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A. VIÂ CREWE AND PRESTON.

299 m. L. & N.W.R. in 5¾–8 hrs. (40/6, 24/2½) ; to (209 m., *Preston* in 4½–6¼ hrs. (29/6, 17/5) ; to (230 m.) *Lancaster* in 5¼–7 hrs. (34/, 19/1½). — This main route to the North, with an admirable service of express trains, is the chief approach to the Lake District (Rte. 54) and forms part of the 'West Coast Route' to Scotland (comp. p. 510).

From London (Euston Station) viâ *Rugby*, *Lichfield*, and *Stafford* to (158 m.) **Crewe**, see Rte. 34. — 165½ m. *Winsford* has large salt-works. As we cross the *Weaver* we obtain a view of its charming valley. On the left appears *Vale Royal* (Lord Delamere), on the site of a once powerful Cistercian abbey founded by Edward I. At (170 m.) *Hartford* we cross the line from Chester to Northwich (p. 223), and beyond (172½ m.) *Acton Bridge* the Liverpool line (p. 251) diverges on the left. — Farther on we cross the Manchester Ship Canal and the Mersey, and enter Lancashire.

Lancashire, to which both Liverpool and Manchester belong, is one of the richest counties in England and, apart from London, it is the most populous. South Lancashire, with its commerce, its coal-mines, its cotton industry, and its engineering works, is of enormous economic importance (comp. p. 228), but has few attractions for the pleasure-traveller. But the moors that rise towards the hills of the Pennine Range on the E. county-boundary, Ribblesdale, and the valley of the Lune repay the visitor. The coast, everywhere flat, is interrupted by wide estuaries, exposing vast sandy areas at low water. The flat region between the estuaries of the Wyre and the Ribble is known as the *Fylde*. *Furness*, the detached portion of Lancashire N. of Morecambe Bay, which has a

rich iron-field in the S., merges on the N. into the picturesque Lake District (Rte. 54). Lancashire has been a county palatine (p. 486) since 1351, but on the accession of Henry IV (1399) the palatine rights were vested in the King (comp. p. 398).

For the next 30 m. or so we traverse a somewhat gloomy manufacturing district, described in Rte. 56 (i), viâ (182¼ m.) **Warrington** (p. 449) and (194 m.) **Wigan** (p. 450). — 205 m. *Leyland*, junction for Chorley and Bolton (p. 453), has an interesting church (curious aisles and old glass). 207 m. *Farington*. As we approach Preston we cross the *Ribble* by a lofty viaduct (view), with the attractive Miller and Avenham Parks on the right.

209 m. **PRESTON** (*Rfmts.*; *Park Hotel*; *Victoria*; *Bull & Royal*; *Alexandra Temperance*), finely situated, is a cotton-weaving and garrison town (117,088 inhab.) with considerable docks on the Ribble. Once the capital of the ancient duchy of Lancaster, 'Proud Preston' was sacked by Robert Bruce in 1323, captured by the Parliamentary forces in 1643, and occupied by the Old Pretender in 1715 and by the Young Pretender in 1745. Sir Richard Arkwright (1732–92; p. 452) and Nelson's Lady Hamilton (c. 1761–1815) were born here. The teetotal movement may be said to have started at Preston about 1830, under the advocacy of Joseph Livesey (1794–1884). — From the Central Station, nearly opposite which are the *County Offices*, Fishergate leads N. to the market-place, in which is a group of handsome public buildings: the *Town Hall* (1867), with a clock-tower (176 ft.), the *Post Office*, the *County Sessions Hall*, with a tower of 179 ft., and the *Harris Free Public Library & Museum* (adm. free), a massive building in the Greek style, by James Hibbert (1893). The Art Gallery in the last includes the Newsham Bequest of mid-Victorian British paintings, many later British works, and sculpture. The attractive *Avenham Park* is the scene of a popular egg-rolling carnival on Easter Monday.

From Preston to Blackpool and Fleetwood: to *Blackpool* (see below) viâ Lytham, 21¼ m. in ¾–1 hr. (3/, 1/6), viâ Poulton, 18 m. in ½–¾ hr. (same fares); to *Fleetwood*, 20½ m. in 40–55 min. (3/3, 1/8½). These lines cross the flat agricultural district between the estuaries of the Ribble and the Wyre, known as the *Fylde*. — 8 m. *Kirkham & Wesham*. Hence the Lytham branch runs to *Blackpool* (South Shore and Central Stations) viâ the pleasant and comparatively quiet watering-places of (5¾ m.) *Lytham* (Clifton Arms; Queen's) and (8¾ m.) *St. Anne's* (St. Anne's Hotel; Grand, pens. from 15/6), situated at the mouth of the Ribble estuary and noted for their first-class golf-links. From Kirkham another line, used by excursion trains, runs direct to the Central Station at *Blackpool* (7¾ m.). — 14½ m. *Poulton*, whence another line runs viâ (2½ m.) *Bispham* to (3½ m.) *Blackpool* (Talbot Road Station). — The train now crosses a somewhat desolate region. 16 m. *Thornton*; 19¾ m. *Wyre Dock*. — 20½ m. **Fleetwood** (*Rfmts.*; *North Euston*, R. from 4/6, L. 3/, D. 4/6; *Mount*; *Royal*; *Crown*), a modern watering-place commanding fine views across Morecambe Bay, whence mail-steamers ply nightly (except Sun.) to (120 m.) *Belfast* (15/, 7/). There are also services daily in summer to *Barrow* (p. 412; 2/6 or 3/6 return) and to the *Isle of Man* (see p. 443), and twice weekly to *Londonderry*.

Blackpool (*Rfmts.*; *Metropole*; *Imperial Hydropathic Hotel*; *Queen's Hydro*; *Clifton*, R. from 6/, L. 3/, D. 4/6, pens. from 15/6: *Carlton*; *Palatine*; *Victoria*; *Park House*, pens. from 11/; *County*; *Talbot*;

Albion; *St. Alma*, R. & B. 3/6, pens. from 5/6; *South Shore*, pens. from 12/6; *Trafalgar* and *Matlock Hydros*), the 'Coney Island' of England, a modern and enterprising town (58,371 inhab.), is one of the most popular seaside-resorts in the kingdom, crowded in summer by myriads of excursionists from all parts of the industrial North and Midlands. The air is bracing, the bathing excellent, and the manifold attractions include three piers (adm. 2*d.*), the Tower (520 ft. high; adm. 1/), the Winter Gardens, the Great Wheel (6*d.*), the Opera House, the Palace (adm. 6*d.*), the Grand Theatre, the Hippodrome, the Pleasure Beach, two golf-clubs, a racecourse, etc. Electric tramways ply along the shore N. to (9 m.) Fleetwood and S. to (5 m.) St. Anne's and (3 m.) Lytham. Steamers ply in summer to Douglas, Llandudno, Bangor, Southport, Liverpool, Morecambe, etc.

A branch-line runs from Preston to (7¼ m.) *Longridge*, for the pretty valleys of the *Ribble* and *Hodder* (comp. p. 453). — Another line skirts the S. side of the Ribble estuary to (15¼ m.) *Southport* (p. 213). — From Preston to *Liverpool* and to *Todmorden*, see Rte. 56 (ii); to *Bolton* and *Manchester*, see p. 452.

Beyond Preston the main line runs to the N. through a pretty country, with the *Bleadale Moors* on the right. — From (218½ m.) *Garstang* a branch-line runs viâ *Pilling* (7 m.), near *Pilling Moss*, a breeding-ground for vast flocks of sea-gulls, to *Knott End* (11½ m.), on the N. bank of the Wyre estuary, opposite Fleetwood (p. 397). — At (225¾ m.) *Galgate*, 3 m. E. of Glasson (see below), we cross the *Conder*. — On the right and left respectively as we approach the Castle Station at Lancaster are the Ripley Hospital (an orphanage) and the Albert Institution for idiots.

230 m. **LANCASTER** (*Rfmts.*; *County*; *King's Arms*), the quiet county town (41,410 inhab.) of Lancashire, on the *Lune*, has another station (Green Ayre, ¾ m. distant) on the M.R. from Hellifield (p. 409). The *Castle* (adm. 6*d.*; tickets at the Judge's Lodgings), most imposing from the E. side, was founded in the reign of William the Conqueror on the site of a Roman castrum but largely rebuilt in Elizabethan and later times. It retains four of its towers, including the turreted Gateway Tower, with a gateway constructed by John of Gaunt, and the Norman keep, with a turret known as 'John of Gaunt's Chair' (fine view). The interior is occupied by the law-courts and county gaol. The neighbouring church of *St. Mary* (15th cent.) has carved oak *Stalls (c. 1340), brasses, and good stained glass. The *Storey Art Gallery* was opened in 1891. The huge *Ashton Memorial* (1907) in Lancaster Park commemorates Lord Ashton, who presented the new town-hall.

"Old John of Gaunt, time-honoured Lancaster," son of Edward III, succeeded to the Lancaster estates in right of his wife Blanche, and was created Duke of Lancaster in 1362. This title now belongs to the king, and one of his ministers bears the title of 'Chancellor of the Duchy of Lancaster.' — Dr. William Whewell (1794–1866) and Sir Richard Owen (1804–92) were born and educated at Lancaster.

About 3½ m. N.W. (reached by tramway or by train from Green Ayre station) lies **Morecambe** (*Midland*; *Grand*, R. or D. 4/6; *Elms*; *Clarendon*; *King's Arms*), a popular seaside resort with a wide sandy beach, connected by motor-car (3*d.*) and railway with *Heysham* (p. 410), 4 m. S., and by railway with *Hest Bank* (p. 399), 3 m. N.

Another short line from Lancaster (Castle Station) skirts the Lune S.W. to (5 m.) *Glasson Dock*, its foreport, 2½ m. S. of which are the scanty remains of *Cockersand Abbey*. — To the E. of Lancaster stretches the *Forest of Bowland* (comp. p. 453).

From (233 m.) *Hest Bank* a dangerous and shifting route, formerly traversed by coach, crosses the sands of *Morecambe Bay* to *Kent's Bank* (p. 411 ; 9 m.). — We enjoy a good view of the bay on our left. 234½ m. *Bolton-le-Sands*. — 236½ m. **Carnforth** (*Rfmts.*) is the junction of the Furness Railway to Barrow, Lake Side (Windermere), and Whitehaven (Rte. 53) and of the Midland Railway to Hellifield (p. 409) viâ Wennington. Just before reaching (241 m.) *Burton & Holme* the train enters Westmorland.

Westmorland, or *Westmoreland,* is one of the most mountainous and picturesque counties in England. Its N.W. portion falls within the beautiful region known as the *Lake District* (Rte. 54), while on the E. and N.E. it is occupied by part of the Pennine Chain. Between these mountain masses lies the beautiful vale of the Eden. Farther S. mountains give place to undulating hills.

About ½ m. short of (243½ m.) *Milnthorpe* the train begins a long ascent of 24 m. to Shap Summit (p. 400), climbing for the first 13 m. almost without a break (average gradient 1 in 130). — 249 m. *Oxenholme* (Rfmts.) is the junction of lines to Arnside (see p. 411) and to Windermere.

From Oxenholme to Windermere, 10½ m., railway in ½ hr. (1/11, 10½*d.*). — 2 m. **Kendal** (*King's Arms* ; *Commercial*; *County*), the largest town (14,033 inhab.) of Westmorland, still continues the manufacture of woollen goods said to have been established here by Flemings about 1330, but the serge known as ' Kendal Green ' is no longer made. It has an interesting double-aisled *Church* (chiefly 13–15th cent.). Queen Catherine Parr (1512–48) was born in the ruined *Castle* on the hill to the E. Coaches run to several points in the Lake District.

About 3½ m. S. of Kendal is **Sizergh Castle** (no adm.), a fortified mansion with a peel-tower of the 14th cent. (in perfect condition). The ' Queen's Room,' said to have been occupied by Catherine Parr after the death of Henry VIII, has Beauvais tapestry on the walls. Other rooms have good oak wainscoting of the 16th century. — *Levens Hall* (p. 411) is 1½ m. farther on.

Beyond Kendal the line runs viâ (4 m.) *Burneside* and (7 m.) *Staveley* to (10½ m.) *Windermere* (p. 431).

Beyond (256¼ m.) *Grayrigg*, at the top of the first stage of the climb, the line ascends with picturesque fells on both sides. To the right opens a fine view of the valley of the Lune. 258 m. *Low Gill* (see below). — 262¾ m. **Tebay** (*Rfmts.*) is the junction of the N.E.R. line to Kirkby Stephen and Darlington (see p. 410).

Another branch-line, quitting the main line at (4½ m.) *Low Gill* (see above), runs S. from Tebay through *Lonsdale*, the picturesque valley of the *Lune*, to (23 m.) Ingleton. — 8½ m. *Sedbergh* (White Hart ; Bull), in a beautiful mountain site, has a well-known public school. — The fine fells on the left culminate in *Whernside* (2414 ft.). — 18 m. **Kirkby Lonsdale** (*Royal*), finely situated and commanding beautiful views, is the ' Lowton ' of ' Jane Eyre.' The station lies 1¼ m. S.E. of the village and 1 m. N. of *Cowan Bridge*, where Charlotte Brontë was a pupil in the Clergy Daughters' School, described in ' Jane Eyre ' under the name of ' Lowood.' Part of the old school (tablet) remains near the bridge over the *Leck* ; but in 1833 the institution was removed to *Cast rton* (1 m. N.E. of Kirkby Lonsdale), the Old Hall at which was the former residence of the Rev. Wm. Carus-Wilson (the ' Mr. Brocklehurst ' of the story). From Cowan Bridge " an exposed and hilly road " leads S.W. to 2¼ m.) *Tunstall* (" Brocklebridge ' in the novel), 3½ m. due S. of Kirkby Lonsdale, with the church attended by the pupils of the school. — 23 m. *Ingleton*, see p. 409.

From Tebay, with *Shap Fells* (1600–2000 ft.) on the left, the line ascends very rapidly for five miles (final gradient

1 in 75) to *Shap Summit* (1000 ft.; no station). To the left, short of the summit, is *Shap Wells* (Shap Wells Hotel, R. from 3/6, D. 4/6); with saline and sulphurous water, in the floor of the valley (4 m. from Shap station). From Shap Summit the line descends practically all the way to Carlisle, with a fall of 850 ft. in 31 m. — 269¾ m. *Shap* (Greyhound; King's Arms) is an excellent starting-point for a fine but little used approach to the Lake District viâ *Hawes Water* (p. 419; 5½ m. by direct path, 7½ m. by road).

Carriages (obtainable at the station) have to make a circuit viâ (5 m.) *Bampton* (Crown & Mitre), 2 m. from the foot of Hawes Water and 6 m. from Mardale Green (comp. p. 419). — Walkers take the Bampton road (l.) at the N. end of Shap (1 m. from the station). After about 350 yds. they quit this road by a gate and follow a field-path leading N.W. (path on the left to the ruins of *Shap Abbey*, ¾ m.). They rejoin the road for a few yards, then again leave it and reach (2 m.) *Rossgill*. Here they turn to the left, cross the *Lowther*, and follow the path (not very distinct), past *Thornthwaite Hall* (p. 419), to (2½ m.) the foot of Hawes Water. Hence to *Mardale Green* (4 m.), see p. 419. The views on this route increase in beauty as we proceed. High Street, Kidsty Pike, and other summits are prominent to the left.

About 5 m. E. of Shap is *Meaburn Hall*, a peel-tower manor, the home of Miss Lowther (afterwards Duchess of Bolton), the betrothed of General Wolfe.

About 2 m. S.W. of (277 m.) *Clifton & Lowther* is *Lowther Castle* (Earl of Lonsdale; no adm.), with good pictures and a view from the terrace. Close by is the romantic village of *Askham*. Beyond Clifton station we have a glimpse of Brougham Castle (see below) on the right. Crossing the *Eamont* we enter Cumberland, and as we run into Penrith we enjoy a fine view of Helvellyn and Saddleback.

Cumberland, the N.W. extremity of England, is famous chiefly as embracing most of the beautiful *Lake District*, described at length in Rte. 54. In the neighbourhood of Whitehaven and Workington is a coal and iron district, with mines running out under the sea. Farther N. lie Carlisle and the border lands, the home of so much romance. The W. end of the Roman Wall (p. 506) crosses this county.

281½ m. **Penrith** (*Rfmts.*; *George*; *Crown*; *Station*; *Gloucester Arms*, unpretending), an old market-town (8973 inhab.), is the junction of branch-lines to Appleby and Kirkby Stephen (p. 410) viâ the Eden Valley and to Keswick and Cockermouth (see below). Near the station is a ruined *Castle* (temp. Edward IV). The *Gloucester Arms*, formerly Dockwray Hall, contains a room in which Richard III slept and some old oaken wainscoting. The *Two Lions Inn* (once the town-house of the Lowthers) has an interesting plaster ceiling in its smoking-room. *Penrith Beacon* (937 ft.; view-tower), N.E. of the town, affords a fine view of the Lake District, with a glimpse of Ullswater.

Brougham Castle (ruined), 2 m. S.E. of Penrith, occupies the site of the Roman station of *Brocavum*; about 1 m. S. of it is *Brougham Hall*, the imposing home of Lord Brougham (1778–1868). — *Eden Hall*, the seat of the ancient family of Musgrave, 3½ m. N.E. of Penrith, contains some good portraits and an old enamelled glass goblet, the legend attached to which has been made familiar by Longfellow's translation of Uhland's ballad on 'The Luck of Eden Hall.' This excursion may be extended to (3 m.) *Long Meg & her Daughters* (p. 411).

From Penrith to Keswick, Cockermouth, and Workington, 39½ m., railway in 1½–2 hrs. (6/7, 3/3; to Keswick, 3/ 1/8). — As we leave

Penrith the magnificent fells at the head of Ullswater (p. 416) appear on the left. The line sweeps round to the right in a long loop. Beyond (3¾ m.) *Blencow* we catch a glimpse of *Greystoke Castle* to the right. — 7¾ m. *Penruddock*. About 2½ m. S.E. is *Dacre Castle*, a moated building, now a farmhouse. — 10 m. *Troutbeck*. Route hence to Ullswater and Patterdale, see pp. 419, 420 — 14¾ m. *Threlkeld* is the starting-point of the usual ascent of *Blencathra*, which rises to the N. (r.; comp. p. 423). In the churchyard is a curious memorial to over forty "noted veterans of the chase," all natives of Threlkeid parish. To the left opens the Vale of St. John (p. 424). The scenery improves as we descend the wooded valley of the *Greta*, crossing and recrossing the stream. — 18 m. **Keswick**, see p. 420. — The train crosses the *Derwent*, turns to the N. at (20½ m.) *Braithwaite* (p. 426), and skirts the W. side of *Bassenthwaite Water* (p. 428). Across the lake rises *Skiddaw* (p. 422). The line turns W. at (25½ m.) *Bassenthwaite Lake Station*. — 30¾ m. **Cockermouth** (*Rfmts.*; *Globe*; *Reay's Temperance*) is a little town (5203 inhab.) at the junction of the Cocker and the Derwent, 8 m. from Loweswater (p. 426). William Wordsworth (1770–1850) was born in a house (now 'Wordsworth House') in the main street; his father is buried in the church. The castle was dismantled by the Roundheads in 1648. — At (33 m.) *Brigham* diverge branch-lines to (6 m.) *Bullgill* (p. 509), on the right, and to *Sellafield* (see p. 413), on the left. 36 m. *Camerton*. — 39½ m. *Workington*, see p. 413.

Railway from Penrith to *Appleby*, *Kirkby Stephen*, and *Darlington* (N.E.R.), see p. 410 and Rte. 63c. Motors to *Pooley Bridge* (Ullswater), see p. 416.

Between Penrith and Carlisle the railway follows the course of the river *Petterill*. — 299 m. **Carlisle**, see p. 507.

B. VIÂ SHEFFIELD AND LEEDS.

308½ m. M.R. in 6¼–7¾ hrs. (40/6, 24/2½); to *Sheffield* (158¼ m.) in 3¼–4½ hrs. (20/11, 13/1); to *Leeds* (196 m.) in 4–5¾ hrs. (25/9, 15/5½). — This main route to the N. is followed as far as Hellifield (p. 409) by the boat-trains to Heysham (for Belfast), and it forms part of the 'Waverley Route' to Scotland (comp. p. 510). Some of the trains follow an alternative route from Kettering viâ Melton Mowbray and Nottingham to Trowell (see p. 354). — Sheffield may be reached also by the G.C.R. (Rte. 48) or the G.N.R. (viâ Retford, p. 393); Leeds also by the G.N.R. (viâ Doncaster, p. 393) or the L. & N.W.R. (comp. Rte. 56, vi).

From London (St. Pancras Station) viâ *Bedford*, *Kettering*, and *Leicester* to (119¾ m.) **Trent** (*Rfmts.*), the junction for Derby (l.) and Nottingham (r.), see Rte. 47. — Our line ascends the grimy valley of the *Erewash*, here the boundary between *Derbyshire* (p. 359) and *Notts* (p. 365), traversing the important Derbyshire coalfield and passing numerous iron-works. 120½ m. *Long Eaton* (9207 inhab.) has lace-factories and railway-carriage works. 122½ m. *Stapleford & Sandiacre*. At Stapleford is a noteworthy cross (see p. xxii), and the church of Sandiacre has a remarkably fine 14th cent. chancel. — At (125 m.) *Trowell* we are rejoined by the alternative route mentioned above. From (126¼ m.) *Ilkeston Junction* a branch (¾ m.) runs to *Ilkeston* (Rutland Hotel), a mining and lace-making town (31,657 inhab.), with another station on the G.N.R. from Nottingham to Derby. In the church are a chancel screen and sedilia of the early 14th century. — 135¼ m. *Pye Bridge* (comp. p. 368). 137¾ m. *Alfreton*; 142 m. *Clay Cross*, junction for the Derby to Sheffield line.

146 m. **Chesterfield** (*Rfmts.*; *Portland*, R. from 5/, D. 3/6), a dull manufacturing town (37,406 inhab.), has a fine Dec. parish church (c. 1350) containing good window-tracery and elaborate

16th cent. tombs. The spire (230 ft.) is curiously twisted 8 ft. out of the perpendicular, owing to the warping of the imperfectly seasoned timbers beneath the leaden covering. George Stephenson (1781–1848), who lived at Tapton House, 1 m. N.E., is buried in Trinity Church. The *Stephenson Memorial Hall* (1879) contains a museum of engineering.

A pleasant walk may be taken over the hills to (12 m.) *Bakewell* (p. 374). *Bolsover Castle* (p. 382) is 6 m. E., *Hardwick Hall* (p. 382) 7 m. S.E. — From Chesterfield (Market Place) to *Lincoln*, see p. 381; from Chesterfield (Central) to *Nottingham* and to *Sheffield*, see pp. 368, 369; to *Ambergate* and *Derby*, see p. 370.

Beyond Chesterfield some of the trains (including the Scottish expresses) follow an alternative route to the right, viâ (152 m.) *Eckington*, rejoining our line at Rotherham (p. 404). — 151 m. *Dronfield*, the church of which has a fine 14th cent. chancel with the brasses (c. 1390) of two brother-priests upon a single slab (said to be a unique occurrence). — 154 m. *Dore & Totley* is the junction for Chinley and Manchester viâ the Peak District (Rte. 49c). — 154¾ m. *Beauchief*, the church of which, ½ m. E., with its 14th cent. tower and arches, is a relic of a Premonstratensian abbey (1172). — We enter *Yorkshire* (p. 459).

158¼ m. **SHEFFIELD** (pop. 459,916), the chief centre in England for the production of steel, and seat of a bishop and of a university, contests with Leeds the dignity of being the largest town in Yorkshire. It is situated at the confluence of the river *Sheaf* with the *Don*, in a naturally beautiful position at the foot of the Derbyshire hills, and, though no longer "one of the foulest towns in England in the most charming situation," as Horace Walpole wrote in 1760, it is still from the nature of its industries a smoky manufacturing city. The residential suburbs and the neighbouring country to the W., however, are very attractive, and the Peak District is within easy reach (comp. Rte. 49c).

Railway Stations (*Rfmts.* at both). *Midland* (Pl. E, F 4), for the M.R., on the E. side of the city; *Victoria* (Pl. A 5) for the G.C.R. and G.N.R., a little to the N.

Hotels. Royal Victoria (Pl. 7, A 5), by Victoria Station; King's Head (Pl. 3; D 3), Change Alley; Grand (Pl. 9; D 2), near the Town Hall; Talbot (Pl. 6; E 3), Arundel St.; Maunche (Pl. 4; C 4), Exchange Buildings; Albany Temperance Hotel (Pl. 1; D 2), Surrey St.

Restaurants. *Hudson's Torino Restaurant*, Surrey St.; *Exchange Dining Rooms*, Castle St.; *Field's, Lyons', Tuckwood's, Davy's Cafés*, Fargate; *Thatched House, Central Café*, High St.; *Wentworth*, Pinstone St., etc.

Post Office, Fitzalan Square (Pl. C 4). — American Consul, *John M. Savage.*

Cabs. For 1–4 pers. 6*d.* per ¼ m. (minimum 1/). By time: for 1–2 pers. 6*d.* per ¼ hr. (minimum 2/), for 3–4 pers. 2/6 per hr. From midnight to 6 a.m., a fare and a half. — Tramways, see the Plan (fares ½*d.*–1½*d.*); also to *Rotherham* (p. 404; 4*d.*). — Coaches & Motors, daily in summer to *Roche Abbey* (p. 393; 3/ return), *Wharncliffe Crags* (p. 459; 2/6), *Haddon Hall* and *Chatsworth* (pp. 372, 373; 4/), etc.

Amusements. Theatres. *Royal* (Pl. D 3), Arundel St.; *Lyceum* (Pl. E 3), Tudor St. — Music Halls. *Empire Palace* (Pl. E, F 2), Pinstone St.; *Hippodrome* (Pl. F 1), Wellington St. — The ground of the *Yorkshire County Cricket Club* is at Bramall Lane (tramways from Commercial St. and from Fargate).

History. The manor of *Hallam*, or *Hallamshire*, a term now embracing Sheffield and the neighbouring localities where the cutlery industry is carried on, belonged at the time of the Conquest to Earl Waltheof, the 'last of the Saxon barons,' beheaded in 1075. In 1406 the estates came to the Talbots, Earls of Shrewsbury, and in the 17th cent. to the Howards, whose descendant, the Duke of Norfolk, is still the chief landowner in the city. Mary, Queen of Scots, spent most of her captivity from 1570 to 1584 in the custody of the Earl of Shrewsbury at Sheffield, partly in the Norman castle and partly in the Manor Lodge (p. 404). The castle was wholly destroyed after its capture by the Parliamentarians in 1644. — Since the time when the miller in Chaucer's Canterbury Tales bore "a Sheffield thwitel in his hose," the town has been famous for its cutlery, and its present production of steel and tools of all kinds is enormous. During the Great War its activity was prodigious. Coal and water-power are abundant in the neighbourhood, but the iron ore is nearly all imported, mainly from Sweden. The chief works are situated for the most part in the N.E. suburbs of *Attercliffe* and *Brightside*. 'Sheffield plate,' invented by Thomas Bolsover in 1742 and highly prized by collectors, has been replaced by the more modern process of electro-plating.

Sheaf St. leads N. from the Midland Station (Pl. E, F 4), and Victoria Approach leads S. from Victoria Station (Pl. A 5) to Commercial St., which ends on the W. at Fitzalan Square (Pl. C, D 3). Here is the large *Post Office* (Pl. C 4), and a little to the W. is the *Fitzalan Market Hall* (Pl. C 3; built in 1851). High St., issuing from the N.W. corner of the Market Place, is continued W. by Church St., and from their junction the broad Fargate (Pl. D 2) leads to the left. In Church St. is the church of ***SS. Peter & Paul** (Pl. C 2), now the cathedral of the bishopric founded in 1913, a cruciform building of the 14–15th cent., with a handsome crocketed spire over the crossing. The *Shrewsbury Chapel*, added prior to 1538, at the S.E. end of the chancel, contains the interesting monuments of the Earls of Shrewsbury, including the fine altar-tomb of the fourth Earl, founder of the chapel, and the monument of the sixth Earl, Queen Mary's keeper, with an epitaph composed by Foxe.

The church contains also several monuments by Sir Francis Chantrey (1781–1841), who was born and is buried at *Norton* (in Derbyshire), c. 3½ m. S. of Sheffield.

On the opposite side of Church St. is Cutlers' Hall (Pl. D 2), a 'Grecian' building of 1832, containing a few busts and portraits. The Company of Cutlers, incorporated in 1624, though shorn of many of its ancient privileges, still possesses the right of granting trade-marks. The annual feast, given by the Master Cutler in Sept. on his installation, is an occasion for the delivery of important political speeches.

The Town Hall (Pl. E 2), at the end of Fargate, is a handsome Renaissance building by C. W. Mountford (1897). The tower, 180 ft. high, is crowned with a statue of Vulcan.

The **University** of Sheffield, incorporated in 1905, occupies two buildings, one a fine modern building in the Tudor style, about 1 m. W. of the centre of the city, the other ¼ m. nearer the centre. It had its origin in Firth College (Pl. D 1), founded in 1879, the Sheffield School of Medicine, founded in 1828, and the Technical School, opened in 1884. The list of faculties includes arts, pure science, medicine, engineering,

metallurgy, applied chemistry, and glass technology. Adjacent is the beautiful *Weston Park*, which contains an observatory, a *Museum*, and the *Mappin Art Gallery*, a fine collection of modern English paintings (closed on Fri. and on Sun. morning). In the park is a statue, by Burnand, of Ebenezer Elliot, the 'Corn Law Rhymer' (b. at Masborough in 1781).

Suffolk Road, Farm Road, and Norfolk Park Road lead to the S.E. from the Midland Station to the public *Norfolk Park*, which is adjoined on the N.E. by the grounds of *Beech Hill*, a seat of the Duke of Norfolk. To the E. is the *Manor Lodge*, a fragment of the 16th cent. mansion occupied occasionally by Queen Mary during her captivity. Wolsey spent 18 days here in 1530 on his way to Leicester (p. 357).

In the S. suburb of *Heeley* is *Meersbrook Park* (tramway from Fargate), with a mansion now containing the ***Ruskin Museum** (open free on weekdays 10–dusk, Sun. 2–5; closed on Fri.; handbook 3*d*.), founded by John Ruskin in 1875 in connection with the Guild of St. George and containing "selected series of objects representing various branches of the truly-greatest art at the periods of highest development from those countries where they best flourished." Sheffield was chosen as the site of the museum because that city, situated in the characteristically 'old English' county of Yorkshire, within easy reach of beautiful natural scenery and of the best art of English hands (at Lincoln, York, etc.), had itself achieved the highest development in its own special industry.

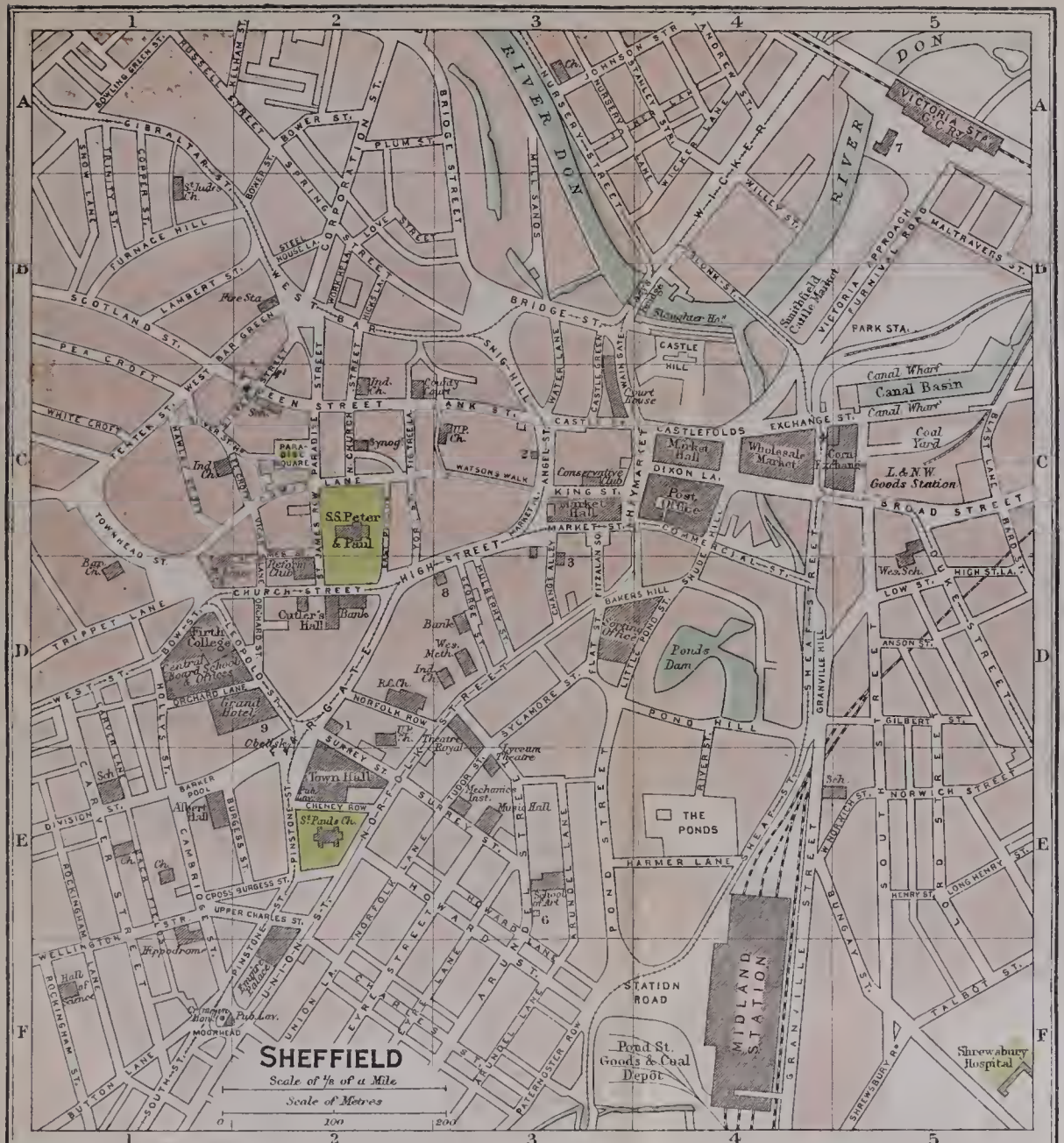
From Sheffield to York, M.R. & N.E.R., 46½ m. in 1½–2 hrs. (6/3, 3/10). This line, starting from the Midland Station, diverges at (10½ m.) *Swinton* (p. 405) from the main Midland line. At (22¼ m.) *Ackworth* is an important school of the Society of Friends, founded in 1778. *Ackworth Park* (1¼ m. N.W.) was the residence of John Gully (1783–1863), the prize-fighter, afterwards M.P. for Pontefract. — 25¼ m. **Pontefract** or *Pomfret* (*Red Lion*; *Elephant*), a small market-town (8647 inhab.), has another station on the L. & Y.R. (p. 394). The Norman *Castle* (adm. 3*d*.), in which Richard II (1367–1400) was either murdered by Sir Piers Exton ('Richard II,' v. 4) or starved to death, was 'slighted' about 1649, and retains little architectural value though full of interest for the military antiquary. 'Pomfret cakes' are lozenges made of liquorice. — At (27½ m.) *Ferrybridge* we cross the Aire. Beyond (31 m.) *Monk Fryston* junction for Hambleton and Selby, p. 407) we cross the line from Leeds to Hull (p. 407). — 35¾ m. *Church Fenton* is the junction of a line viâ *Tadcaster* and *Wetherby* (p. 463) to Harrogate (19 m.; p. 464), and we are joined here by the line from Leeds (p. 408). About 2 m. N.W., between Saxton and Towton, was fought the bloody battle of *Towton* in 1461, which crushed the Lancastrian cause. — The Wharfe is crossed at (38 m.) *Ulleskelf*. 39 m. *Bolton Percy* has a good Perp. church (1411–23). — 46½ m. *York*, see Rte. 59.

From Sheffield to Lincoln, 42½ m., G.C.R. in 1–1¾ hr. (5/8, 3/6½), traversing a colliery district. — At (3 m.) *Woodhouse* (p. 369) we diverge E. from the London line. 13½ m. *Shireoaks* is a junction for Doncaster (see p. 393). — 15½ m. **Worksop** (p. 383), the terminus of a line from Mansfield, is a centre for the Dukeries. — At (23 m.) **Retford** we cross the G.N.R. main line (p. 393) and beyond (31 m.) *Cottam* we cross the Trent. Passing (32½ m.) *Torksey*, with a ruined castle, we join the line from Doncaster to Lincoln at (36½ m.) *Saxilby* (p. 519). 42½ m. *Lincoln*, see p. 513.

From Sheffield to *Manchester* viâ the Peak District, see Rte. 49c; viâ *Penistone*, see Rte. 56 (vii); to *Doncaster*, see p. 394; to *Langwith Junction* and *Mansfield*, see p. 382.

Beyond Sheffield the main line of the M.R. descends the valley of the *Don*, through an industrial district.

163¾ m. *Masborough Station* at **Rotherham** (*Crown*; *Ship*). The major part of the murky, iron-working town (62,483 inhab.) lies on the opposite bank of the Don, on the bridge across which is an ancient chapel. *All Saints*, with its crocketed spire, is one of the finest Perp. churches in the North. The G.C.R. station (p. 394) is ¼ m. from Masborough


SHEFFIELD
Scale of ½ of a Mile
Scale of Metres
0 100 200
RIVER DON
RIVER DON
Cathedral
S.S. Peter & Paul
Town Hall
St. Paul's Ch.
Theatre Royal
Lyceum Theatre
Mechanics' Inst.
Music Hall
Cutler's Hall
Firth College
Central Board Schools
Grand Hotel
Public Baths
Wesleyan Meth.
Ind. Ch.
Bapt. Ch.
Synag.
R.C. Ch.
Free Lib.
Police Office
Post Office
Market Hall
Wholesale Market
Corn Exchange
Conservative Club
Court House
Slaughter Ho.
Cattle Market
Coal Yard
Canal Wharf
Canal Basin
L. & N.W. Goods Station
Midland Station
Pond St. Goods & Coal Depot
Ponds Dam
THE PONDS
Victoria Sta.
Park Sta.
Station Road
Shrewsbury Hospital
Hippodrome
Grand Theatre
Empire Palace
Pub. Lav.
Hall of Science
Barker Pool
Albert Hall
Castle Hill
Castlefolds
Exchange St.
Bridge Street
Corporation St.
Pond Street
Sheaf Street
Granville Road
Broad Street
High Street
Church Street
Market St.
Norfolk Row
Surrey St.
Chapel Walk
Bond Hill
Gibbet St.
Norwich Street
Talbot St.
Shrewsbury Rd.
Furnace Hill
Scotland St.
Gibraltar St.
Bower St.
Plum St.
Spring St.
Nursery Street
Love Street
Bar Green
Snig Hill
Water Lane
Castle Green
Dixon La.
King St.
Watson's Walk
Paradise Square
Paradise Lane
Townhead St.
Trippet Lane
Orchard Lane
Norfolk Row
Chimney Row
Pinstone St.
Union St.
Norfolk Lane
Earl St.
Arundel Lane
Harmer Lane
Henry St.
Long Henry
Division St.
Burgess St.
Cross Burgess St.
Upper Charles St.
Wellington St.
Rockingham St.
Buton Lane
South St.
Moorhead
Fitzalan Sq.
Chapel Walk
Flat St.
Little Rodney St.
Baker's Hill
Coalpit Lane
Anson St.
Low St.
High St. La.
Gilbert St.
Norwich St.
Henry St.
Talbot St.
Shrewsbury Rd.
Granville Road
Sheaf Street
Sycamore St.
Tudor St.
Mulberry St.
Arundel St.
Pond St.
Harmer Lane
Station Road
Patern oster Row
Carver St.
Fig Tree La.
Hartshead
Trinity St.
Cogger La.
Snow Lane
Bowling Green St.
Nursery Street
Kelham St.
Bridge Street
Hill Sands
Johnson St.
Stanley St.
Nursery St.
Wicker
Lane
Andrew St.
Willey St.
Victoria Approach Road
Malt Kilns
Malt Kilns
Malt Kilns

Station. Roche Abbey (p. 393) is 8 m. S.E. of Rotherham, Conisborough Castle (p. 394) 6 m. N.E.

165¼ m. *Parkgate & Rawmarsh*, 3½ m. N.W. of which is *Wentworth Woodhouse*, the magnificent 18th cent. mansion of Earl Fitzwilliam, built by Flitcroft for the first Marquis of Rockingham. A former house (of which a part remains in the garden front) was the home of Thomas Wentworth, Earl of Strafford (beheaded in 1641), for whom Van Dyck here painted several of the pictures which are the glory of the collection (formerly shown to visitors on week-days in the absence of the family).

168¾ m. *Swinton* is the junction for *Doncaster* (6¼ m.; see p. 394) and for *Pontefract* and *York* (see p. 404).

174¾ m. **Cudworth** is the junction for (4¼ m.) *Barnsley* (p. 458) and also for *Hull* on the so-called Hull & Barnsley Railway (p. 484). — 177¼ m. *Royston & Notton*, whence a new line of the M.R. is to run viâ *Dewsbury* and *Bradford* to *Shipley* (p. 408), thereby shortening the Midland route to the N. — 181 m. *Sandal & Walton*.

A branch-line diverges here on the left for (2¾ m.) the Westgate Station at **Wakefield** (*Rfmts.*; *Bull*; *Strafford Arms*; *Royal*; *White Horse*), an ancient city (51,511 inhab.) on the *Calder*, now an agricultural centre, with some woollen factories and iron foundries. There is another station (Kirkgate) for the L. & Y.R. and G.N.R. (comp. p. 455). Wakefield has been the seat of a bishop since 1888. The *Cathedral* is a handsome parish church in the Perp. style of the 15th cent., with a large E. extension (by J. L. Pearson; 1901–5), including an undercroft chapter-house reached from the N. choir-aisle. The conspicuous crocketed spire (247 ft.) is the tallest in Yorkshire. The chief features of the interior are the old woodwork in the chancel and the modern windows by Kempe. The *Chapel of St. Mary*, entirely rebuilt in 1847 in a rich Dec. style, was originally erected in the reign of Edward III, at the same time as the bridge against which it stands. There is no foundation for the tradition that it was re-endowed by Edward IV as a chantry for his father Richard, Duke of York, who was defeated and slain by the Laucastrians at the Battle of Wakefield (1460), fought near Sandal Castle, 1 m. S. The Elizabethan house known as the *Six Chimneys* is a quaint half-timbered edifice with wooden figures against the upright posts. Among distinguished natives of Wakefield are Dr. Radcliffe (1650–1714; p. 314) and George Gissing (1857–1903).

Miss Richmal Mangnall (1769–1820), authoress of 'Mangnall's Questions,' kept a ladies' school at *Crofton Hall*, 3 m. S.E. of the town. About 2 m. farther on (1 m. N. of *Nostell Station* on the line from Wakefield to Doncaster) is ***Nostell Priory**, the beautiful 18th cent. mansion of Lord St. Oswald, noted for its valuable collection of paintings, Chippendale and other fine furniture, and other art treasures (adm. by special permission only). Among the paintings are a famous group of Sir Thomas More and his family, long attributed to Holbein, and another supposed to represent the Cabal Ministry, by Sir John de Medina.

184¾ m. **Normanton** (*Rfmts.*; *Station Hotel*) is an important railway junction (15,032 inhab.), at which the M.R. connects with the N.E.R. (for York, Hull, etc.) and with the L. & Y.R. (for Bradford, Halifax, etc.; comp. p. 455). All Saints (13–15th cent.) has a 17th cent. tower and some old stained glass. — 188 m. *Methley* is the junction for Pontefract and Goole (comp. p. 394). The church contains interesting recumbent effigies (15–18th cent.) of the Waterton and Savile families. — 189½ m. *Woodlesford*. The *John o' Gaunt Inn*, 1 m. N.W., is said to mark the spot where the last wolf

in Yorkshire was killed by John of Gaunt. — 193¾ m. *Hunslet.*

195¾ m. **LEEDS** (pop. 445,550), the centre of the English cloth industry and the greatest cloth market in the world, situated on the polluted *Aire*, is of comparatively modern development and offers little of interest to the tourist. Besides its woollen cloth factories and engineering works, Leeds has a very varied and important industrial activity, which is not without its effect on the atmosphere and on the hue of the buildings.

Railway Stations (*Rfmts.* at all). *Wellington*, for the M.R.; *Central*, for the G.N.R. and L. & Y.R.; *New*, for the L. & N.W.R. and N.E.R.

Hotels. Queen's, at Wellington Station, R. from 6/, B. 3/6, L. 3/–3/6, D. 4/6–6/; Great Northern, at the Central Station, R. from 5/, D. 4/–5/6; Metropole, King St.; Griffin, Boar Lane; Golden Lion, Briggate, R. & B. from 6/, pens. 12/6; Hôtel de Ville; Grand Central, Imperial, Briggate; Victoria, Great George St.; Trevelyan Temperance Hotel, Boar Lane.

Restaurants. At most of the hotels; *Powolny*, *Wood*, *Wray*, *Old Bank*, all in Bond St.; *Grand*, Boar Lane; *Exchange*, West Bar; *Fairburn*, *White Horse*, *Cowbridge*, all in Boar Lane.

Post Office, City Square. — American Consul, *Percival Garsett.*

Cabs. First mile 1/, then 3*d.* per ¼ m.; 1st ¼ hr. 1/, then 6*d.* per ¼ hr. — Tramways traverse some of the principal streets, and run also to *Bradford*, *Wakefield*, etc.

Amusements. Theatres. *Grand*, Briggate, one of the finest in the provinces; *Royal*, Land's Lane; *King's*, Holbeck Lane; *New Queen's*, Meadow Road. — Music Halls. *Empire Palace*, Briggate; *Hippodrome*, Land's Lane; *White Swan*, Swan St.

Clothmaking was introduced into Yorkshire by Flemish workmen in the reign of Edward III, and by the beginning of the 18th cent. Leeds had obtained a predominant position. The factories are mostly situated in the W. quarter, in the direction of Kirkstall, and visitors interested in technical industries should obtain permission to visit some of them.

The three railway stations are all in the close vicinity of *City Square*, in the centre of which is a bronze equestrian figure of the Black Prince, by Brock, surrounded by statues of Dr. Priestley, James Watt, John Harrison (p. 407), and Dean Hook. On the E. side is the *Royal Exchange*, a handsome Perp. building (1872). To the W. diverges Wellington Street, with the chief warehouses; to the N., Park Row, with some fine examples of business architecture by Sir Gilbert Scott, Waterhouse, etc. At *Mill Hill Chapel* Dr. Priestley was minister in 1767–72. The museum in the *Philosophical Hall* (adm. 1*d.*) contains the important Savile collection of Roman antiquities from Lanuvium (near Rome), besides well-arranged geological and zoological collections. Farther on Park Lane leads to the left to the *Town Hall*, an imposing classical structure by Cuthbert Brodrick (1853–58); in the vast Victoria Hall organ recitals are given on Tues. at 3 p.m. and on Sat. at 7.30 p.m. The triennial festivals of the Leeds musical societies are held here in Oct. (last in 1913). The dome of the building is 225 ft. high. Opposite the town-hall are the *Municipal Buildings* and the *Central Free Public Library*, and behind it is the large *General Infirmary*. In Centenary St., close by, is the entrance to the *City Art Gallery* (open free 10–9), containing a fine collection of modern English paintings. In Cookridge St. are *St. Ann's Cathedral* (Rom. Cath.) and the

Leeds Institute, with a school of science and art. One of the few relics of the earlier history of Leeds is the *Red Hall*, in Upper Head Row, where Charles I was confined on his journey to the S. in 1647. ***St. John's,** in New Briggate, a little to the N., opposite the Grand Theatre, is a fine example of a 'Laudian' church, built by John Harrison, a Leeds merchant, in 1634. It was somewhat impaired by restoration in 1867, but most of the superb Renaissance woodwork (screen, pews, pulpit, and altar; p. xlvi) has survived. We now follow Briggate to the S. to Commercial St., on the right, in which is the valuable *Leeds Library* of 60,000 volumes. Kirkgate, on the left, leads to the parish church of *St. Peter's*, rebuilt in 1839–41 by the efforts of Dean Hook (p. 65), the 'Apostle of the West Riding.' It contains a 10th cent. *Cross, the tomb of Dean Hook (by Scott), and some foreign stained glass (E. window).

The **University,** in College Road, off Woodhouse Lane, which received its charter in 1904, devotes itself especially to science and technology. It was originally founded in 1877 as the Yorkshire College and for a time was affiliated to the Victoria University (p. 234).

The chief residential quarters of Leeds lie to the N. of the city, in the neighbourhood of *Headingley*, *Chapel Allerton*, and *Roundhay*. On the way to Headingley is *Woodhouse Moor*, partly laid out as a public park. The venerable 'Shire Oak' at Headingley is 29 ft. in girth. About 2¼ m. farther N. is *Adel*, the beautiful little Norman *Church of which has interesting sculptures on the S. porch and chancel arch. — *Roundhay Park* (775 acres) is one of the finest public parks in the country.

From Briggate a tramway runs to ***Kirkstall Abbey** (adm. free, 7 a.m. to 9 p.m.), 3½ m. N.W., in the valley of the Aire, a Cistercian house founded in 1152 by Henry de Lacy, and now the property of the city of Leeds. The ruins, chiefly in the transitional Norman style, are more perfect than those of any other Yorkshire abbey, with the exception of Fountains (p. 467), which they closely resemble, but the original picturesqueness of the site is now marred by industrial activity. The chief remains are the chapter-house, late-Norman and E.E., which is almost intact; the beautiful church, with its collapsed Perp. tower; and the abbot's lodgings, a splendid example of early 13th cent. domestic architecture. A number of interesting relics are preserved in the old rere-dorter, where a good guide-book (3*d.*) is obtainable. — *Temple Newsam*, 4 m. E. of Leeds, the birthplace of Lord Darnley in 1545 and perhaps the original of 'Templestowe' in 'Ivanhoe,' contains a noted collection of pictures; the existing 17th cent. house has a 'lettered' balustrade of stone. On the way thither we pass (1½ m.) *Knowsthorpe Hall*, with a picturesque gateway. — *Harewood House* (p. 465) may be conveniently visited from Leeds.

From Leeds to Hull, 51½ m., N.E.R. in 1½–2¼ hrs. (7/, 4/3). The trains start at New Station and traverse the ancient district of *Elmet*, extending E. towards Tadcaster (p. 404). Near (4¼ m.) *Cross Gates* are the church of *Whitkirk*, in which John Smeaton (1724–92), the engineer, is buried, and *Austhorpe Lodge*, where he lived. — 7¼ m. *Garforth*. At *Barwick-in-Elmet*, 3 m. N., are some remarkable mounds (probably early Norman), including the *Hall Tower Hill* (30 ft. high; 200 ft. in diameter). — At (9¾ m.) *Micklefield* the line to York (see p. 408) diverges on the left (N.). — The country now becomes flat and uninteresting. — 16½ m. *Hambleton*. — 20¾ m. Selby, see pp. 394, 404. — 23½ m. *Hemingbrough* (Crown). The *Church (Norm. to Perp.), with its tall spire, 1½ m. S.E. of the station, offers many points of interest to archæologists. The 'cadaver,' or figure of a corpse in its winding sheet, in the chapel of St. Nicholas, is said to be not monumental but to be intended to lend solemnity to money-transactions arranged before it. — At (26½ m.) *Wressle* are the ruins of a 14th cent. castle, where the Percys, Earls of Northumberland, once kept regal state. — 29¼ m. Howden, see p. 484. The N.E.R. station

(omn.) is 1½ m. N. of the town and of the more convenient station on the Hull & Barnsley line. — Beyond (32½ m.) *Eastrington* (comp. p. 484), (34½ m.) *Staddlethorpe* (junction of a line to Doncaster, p. 394), and (41 m.) *Brough*, we come into sight of the estuary of the *Humber*, backed by the Lincolnshire hills; and beyond (44 m.) *Ferriby* the line runs close to the waterside. 47 m. *Hessle.* — 51½ m. *Hull* (Paragon Station), see p. 482.

From Leeds to York, 25½ m., N.E.R. in c. ½–1 hr. (3/6, 2/1½). To (9¾ m.) *Micklefield*, see p. 407. We here diverge to the left (N.) from the Selby and Hull line and at (15 m.) *Church Fenton* we join the line from Sheffield to York, see p. 404.

From Leeds to *Bradford*, see p. 456; to *Skipton* via *Ilkley* (Wharfedale), see Rte. 57; to *Harrogate*, *Ripon*, and *Thirsk*, see Rte. 58; to *Huddersfield* and *Manchester*, see Rte. 56 (vi); to *Rochdale* and *Manchester*, see Rte. 56 (v).

Beyond Leeds (where the locomotive is shifted to the other end of the train) the Midland main line ascends the valley of the *Aire*, the natural beauty of which is marred as far as Skipton by iron-works and worsted-mills. — 196½ m. *Holbeck* (Rfmts.), where the N.E. line to Ilkley and Harrogate (pp. 459, 463) diverges on the right. — 198¾ m. *Kirkstall*, ½ m. from the abbey (p. 407), well seen across the river. — Beyond (201½ m.) *Calverley* the line to Ilkley (Rte. 57) diverges on the right. — At (203¼ m.) *Apperley Bridge* we cross the Aire and pass through a tunnel nearly 1 m. long. — 206½ m. *Shipley* (Sun), junction for (2¾ m.) Bradford (p. 456) and for (11 m.) Ilkley (p. 460). — 207¼ m. *Saltaire* is named after the river and Sir Titus Salt, the first manufacturer of alpaca fabrics, who established a model factory here in 1853. — 212¾ m. *Keighley* (pron. 'Keethley'; Rfmts.; Victoria; Devonshire Arms) is another manufacturing town (43,487 inhab.).

On a branch-line from Keighley, 3½ m. S.W., is **Haworth,** an ugly village on the edge of the bleak moors, famous as the home of the Brontës. The parsonage, whither the Rev. Patrick Brontë brought his family in 1820, has since been enlarged (adm. on application). The church, rebuilt in 1879–81, with the exception of the tower, contains the tomb of Charlotte Brontë (1816–55) and Emily Brontë (1818–48), a memorial tablet under the old tower, and a stained-glass window put up by an American admirer; the registers may also be inspected. Opposite the Black Bull Inn (pens. from 12/6), the haunt of the unfortunate Branwell Brontë, is the interesting museum of the Brontë Society (open 1.30–8; adm. 3*d.*). A walk may be taken across the moors, which exercised such an influence on the sisters, to the *Brontë Waterfall* (2½ m. W.), *Ponden House* ('Wuthering Heights'; 3 m.), *Wycoller Hall* (the 'Ferndean Manor' of 'Jane Eyre'; 6½ m.), and *Colne* (p. 454; 10 m.).

We now approach the limestone district of Craven, which extends from the sources of the Wharfe and the Ribble to the borders of Lancashire and contains some of the wildest and most picturesque scenery in Yorkshire. From the 12th to the 15th cent. most of it was divided between the two great houses of Percy and Clifford. — 217½ m. *Kildwick* has a stone bridge dating from Edward II and a long Perp. church containing good woodwork. Charlotte Brontë was governess in 1839 at *Stonegappe*, the 'Gateshead Hall' of 'Jane Eyre,' c. 2 m. W.

221¾ m. **Skipton** (12,977 inhab.; *Rfmts.*; *Midland*, opposite the station, R. or D. 3/6; *Devonshire Arms*, *Black Horse*, R. or D. 3/6, *Ship*, in the town, ½ m. away) is the capital of Craven (see above) and affords convenient access to *Wharfedale* (Rte. 57). *Skipton Castle*, the ancient home of the Cliffords,

afterwards Earls of Cumberland, claims to be the birthplace of Fair Rosamond (comp. p. 321), who, however, was more probably born at Clifford Castle in Herefordshire. It consists of a dismantled older part (open 9–6, except Sun. ; fee 6*d.*), dating from the reign of Edward II, and a Tudor portion built by the first Earl and now occupied by Lord Hothfield. Over the entrance-tower is a 'lettered' balustrade with the Clifford motto 'Désormais.' Branch-lines run to (10¾ m.) *Grassington* (p. 462) ; to *Bolton Abbey*, *Ilkley*, etc. (Rte. 57) ; and to (11¼ m.) *Colne*, *Burnley*, and *Manchester* (Rte. 56, iv).

From (228½ m.) *Bell Busk* a road ascends viâ *Kirkby Malham*, the birthplace of Gen. Lambert (1619–83), to (4¼ m. N.) **Malham** (*Buck*), situated among wild hill scenery.

About ¾ m. N. and 1¼ m. N.E. respectively from Malham are **Malham Cove* and **Gordale Scar*, two striking precipitous amphitheatres of rock, 300 ft. in height, produced by the vast displacement of the mountain limestone known as the 'Craven Fault,' which extends from Kirkby Lonsdale as far as Wharfedale, a distance of 22 m. From the foot of Malham Cove issues the Aire, a full-grown stream at once. We may scramble up on either side of the Cove to visit (2 m. farther) *Malham Tarn*, a secluded upland lake (c. 3 m. round), whence we may cross the hills to (6 m.) *Settle* (p. 410) or (9 m.) *Kettlewell* (p. 462). Charles Kingsley's 'Water Babies,' which refers to this part of Yorkshire, was partly written near Malham Tarn.

231¾ m. **Hellifield** (*Rfmts.* ; *Black Horse*, ⅔ m. from the station) is important only as the junction for the M.R. to *Heysham* and *Carnforth* (see below) and for the L. & Y.R. to *Blackburn* and *Manchester* (see Rte. 56, iii).

From Hellifield to Heysham, 35½ m., M.R. in ¾–1¾ hr. (4/9, 2/11½). This line, the route of the Irish mail-trains, diverges from the main line beyond (1¼ m.) *Long Preston* (p. 410). — 5 m. *Giggleswick*, 1¼ m. from the village (p. 410), which is nearer Settle station. On the right rises *Giggleswick Scar*, a part of the 'Craven Fault' (see above).

10¾ m. **Clapham** (*Flying Horse Shoe*, at the station ; *New Inn*, in the village, 1½ m. from the station, pens. 10/6), situated at the S. foot of Ingleborough, is the usual starting-point for numerous fine excursions in this attractive limestone district. About 1½ m. N. of the village is **Ingleborough Cave* (adm. 2/6, for a party 1/ each ; closed on Sun.), a series of chambers and passages about 1000 yds. in length, filled with glittering and peculiarly shaped stalactites and stalagmites. Farther up the hillside is (1 m.) the mouth of *Gaping Ghyll*, a vast cavern 400 ft. deep, into which a beck flings itself. Thence it is an easy ascent of 1½ m. to the top of Ingleborough (2373 ft. ; *View), the most striking though not the highest of the Yorkshire hills. On the level summit is an ancient hill-fort, enclosed by a wall. The descent may be made N. to (2 m.) Chapel-le-Dale or W. to (3 m.) Ingleton (see below). Other pleasant excursions may be made from Clapham to (4 m.) *Chapel-le-Dale* (Hill Inn), with the birthplace of Daniel Dove (in Southey's commonplace book 'The Doctor' ; "about a bow-shot" E. of the church), and **Weathercote Cave* (closed at present), a rocky chasm with an imposing waterfall ; to (4½ m.) *Yordas Cave* in Kingsdale (adm. 1/, 6*d.* each for a party), a fine limestone cavern, rich in stalactites ; etc. — From Clapham a short branch-line runs to (4 m.) Ingleton (*Ingleborough* ; *Wheatsheaf*), a good starting-point for the exploration of the picturesque Lune valley with its Brontë associations (railway to Tebay, see p. 399). Ingleton is situated at the junction of two streams, on each of which, about 1½ m. from the village, are picturesque **Falls* (adm. 3*d.*).

Beyond (15 m.) *Bentham* we enter *Lancashire* (p. 396). — 18¼ m. *Wennington*, junction for a branch-line to (9½ m.) *Carnforth* (p. 399). — 20½ m. *Hornby* has a noble castle-keep and a church with a curious octagonal tower, both built by Sir Edward Stanley (d. 1523). — Beyond (24¾ m.) *Caton* we reach the valley of the *Lune*. — 26½ m. *Halton* preserves its churchyard cross. — 28¾ m. **Lancaster** (Green Ayre Station),

see p. 398. — 32 m. **Morecambe** (p. 398). — 35¼ m. **Heysham** (*Rfmts.*; *Heysham Tower*; *Grosvenor*), a picturesque little village with a tiny Norman church, has been developed in recent years as the starting-point for the M.R. night mail-steamers (temporarily suspended) to (123 m.) Belfast. Other services ply to Douglas (see p. 443) and to Dublin and Londonderry. The trains run on to the quay.

Beyond (233 m.) *Long Preston* the main line ascends the pleasant upper valley of the *Ribble*. — 237 m. **Settle** (*Red Lion*; *Ashfield*, temperance), an ancient little town (2583 inhab.), is an excellent centre for exploring the wild surrounding country (Malham Cove, Gordale, Penyghent, Ingleborough, Clapham Caves, etc.). The 17th cent. 'Folly Hall' contains a fine staircase. About ¾ m. W., on the opposite bank of the Ribble, is *Giggleswick* (Hart's Head; rail. stat., see p. 409), with a public school founded in 1507, the museum of which contains prehistoric relics found in the Victoria Cave, 2 m. N.E. About 1 m. N.W., under Giggleswick Scar, is the *Ebbing & Flowing Well*, celebrated in Drayton's 'Polyolbion.'

The railway now crosses the wildest corner of Yorkshire, at an average height of 1200 ft. — 243 m. *Horton* (Golden Lion), 3 m. to the right of which rises *Penyghent* (2273 ft.). On the left are *Ingleborough* (2373 ft.; p. 409) and, farther on, *Whernside* (2414 ft.; p. 399). — 247¾ m. *Ribblehead*, 2 m. from Weathercote Cave (p. 409). We cross *Batty Moss* by a great viaduct, and then pass beneath the watershed by the *Blea Moor Tunnel* (2600 yds.). We emerge at the head of *Dentdale*, of which we obtain a charming *View on the left. Beyond *Black Moss Tunnel* we see *Baugh Fell* (2216 ft.) on our left. — 257¼ m. *Hawes Junction & Garsdale* (Moorcock Inn, 1 m. N.), for the Wensleydale line (N.E.R.) to Hawes and Northallerton (Rte. 63A). Sedbergh (p. 399) may be reached hence by a pleasant walk viâ *Garsdale* (10 m.), or, better, viâ Dentdale (15 m.). — The railway now enters *Westmorland* (p. 399) and descends *Mallerstang*, the beautiful green valley of the *Eden*, which rises in *Hell Gill* (r.), 3 m. N. of Hawes Junction. On the left are *Swarth Fell* (2235 ft.) and the slopes of *Wild Boar Fell* (2324 ft.). — *Pendragon Castle*, seen on the right, farther on, was built according to tradition by Pendragon, King Arthur's companion.

267 m. **Kirkby Stephen** (*King's Arms*; *Black Bull*), a pleasant little town (1546 inhab.) on the Eden, lies 1½ m. N. of the M.R. station and is a good starting-point for the Yorkshire dales (Rte. 63). About 2 m. S. is *Wharton Hall*, the 16th cent. seat of the profligate Duke of Wharton (d. 1731).

From the N.E.R. station (¾ m. S. of the town) to *Barnard Castle* and *Darlington*, see Rte. 63c. — In the opposite direction this line forks, some trains descending the upper valley of the Lune viâ (2¼ m.) *Smardale* and (5¼ m.) *Ravenstonedale* to (12 m.) *Tebay* (p. 399). Other trains descend the Eden valley viâ (6 m.) *Warcop* (the station for Brough, p. 500, 2¾ m.) and (11 m.) *Appleby* (see below) to (15¼ m.) *Penrith* (p. 400).

Road from Kirkby Stephen to *Keld* (Swaledale), see p. 501.

280¾ m. **Appleby** (*King's Head*; *Tufton Arms*) is the little county town (1756 inhab.) of Westmorland. The castle, rebuilt in the 17th cent., retains its fine Norman keep. In

the church is the monument of Anne, Countess of Pembroke (d. 1676). The N.E.R. station, on the line to Penrith (p. 410), is ¼ m. from the M.R. station. To High Cup Nick, see p. 502.

We continue to descend the beautiful valley of the Eden, with Helvellyn, Saddleback, High Street, and other hills of the Lake District in the distance, on the left, and on the right the Pennine chain, with *Cross Fell* (p. 505), its highest summit. Beyond (283¾ m.) *New Biggin* we enter *Cumberland* (p. 400). About 1 m. N.E. of (290¼ m.) *Little Salkeld* (and 1½ m. E. of *Great Salkeld*) are the monolith and stone-circle known as *Long Meg and her Daughters* (48 unhewn stones, 27 of which are still upright).

293 m. *Lazonby & Kirkoswald.* Kirkoswald, beautifully situated on the right bank of the river, has the scanty remains of a castle. The line descends the beautiful defile of the Eden, viâ (298½ m.) *Armathwaite*, with its fine old bridge.

308½ m. **Carlisle**, see p. 507.

53. FROM CARNFORTH TO WHITEHAVEN.

74 m. Furness Railway in 2½–3¼ hrs. (11/2, 5/7); to *Lake Side*, 28½ m. in 1¼ hr. (4/2, 1/11); to *Furness Abbey*, 25 m. in 1 hr. (4/2, 2/1). — This picturesque line, frequently running close by the sea (l.) and commanding many fine mountain views, affords access to the Lake District (Rte. 54) from the S. and W. Except for a few miles in *Westmorland* (p. 399), between Silverdale and Grange, it is in *Lancashire* (p. 396) as far as Foxfield (40 m.), thereafter in *Cumberland* (p. 400).

Carnforth, see p. 399. The line runs first N.W., then W., round the head of the spacious *Morecambe Bay* (left). At (3 m.) *Silverdale* Mrs. Gaskell (1810–65) did some of her best work. From (6 m.) *Arnside* a branch-line runs to *Oxenholme* (9 m.; p. 399) viâ *Heversham* (3½ m.), about 1½ m. N. of which is *Levens Hall*, famous for its wonderful 'topiary' gardens (open on Thurs. & Sat. afternoons). Mrs. Humphry Ward wrote 'Helbeck of Bannisdale' here, placing some of her scenes in the Hall itself and drawing freely on the scenery of the surrounding dales. — Beyond Arnside we cross the sandy estuary of the *Kent* and reach (9 m.) *Grange-over-Sands* (Grange Hotel; Crown; Hazelwood Hydropathic), an attractive seaside resort. Coaches run to Cartmel (see below), Lake Side (p. 430), and Levens Hall (see above).

Cartmel Church (adm. 6*d*.), 2½ m. W., is an interesting 12th cent. priory church, with stone sedilia, a piscina, a fine E. window, and oaken stalls of the 15th cent., beneath an exquisite canopied screen of the 17th. The tomb of Sir J. Harrington (?) dates from 1305. In the vestry is a curious umbrella, upwards of 200 years old. In the N. aisle is a memorial (by Woolner) to Lord Frederick Cavendish (p. 461). — *Holker Hall*, the residence of Lord Richard Cavendish (with some good pictures), lies c. 2 m. N.W. of Cartmel church, by a road passing *Cark Hall* (1597), in which George Fox spent a night on his way to Lancaster Gaol (1663).

11 m. *Kent's Bank*; to Hest Bank, see p. 399. — Holker Hall (see above) is seen to the right beyond (13 m.) *Cark & Cartmel*. We now cross the estuary of the *Leven* (view of the Coniston Old Man and other fells to the right).

19 m. **Ulverston** (*County*; *Sun*; *Martin's Temperance Hotel*), a market town with 9552 inhab., was the later home of George Fox (1624–91). About 1 m. S. is *Swarthmoor Hall*, a quaint old manor-house, which was the residence of Judge Fell, whose widow Fox married. Swarthmore College in Pennsylvania takes its name from this house. *Conishead Priory*, a popular hydropathic, 2 m. S.E., with large grounds, is reached by a short branch-railway (1 or 2 trains daily) or by omnibus.

From Ulverston to Lake Side (Windermere), 9½ m., railway in 25 min. (1/7, 9½*d.*). — The line ascends along the *Leven*, the outlet of Windermere. 4 m. *Greenodd* (to Coniston Lake, see p. 437); 6½ m. *Haverthwaite*; 8 m. *Newby Bridge* (p. 432). — 9½ m. *Lake Side* (p. 430), at the foot of Windermere.

At (23½ m.) *Dalton* George Romney ('Pictor celeberrimus'; 1734–1802) was born and is buried. — 25 m. *Furness Abbey Station* (Furness Abbey Hotel, R. from 6/6, L. 3/6, D. 6/), in the 'Vale of Deadly Nightshade.' A tramway (2*d.*) runs to (1½ m.) Barrow (see below).

Close to the railway station are the picturesque and important ruins of ***Furness Abbey**, founded in 1127 by Benedictines from Normandy, who later adopted the Cistercian rule. It soon attained a wealth and importance little inferior to Fountains Abbey, and its abbot enjoyed feudal powers over the whole district of Furness. Part of the nave with its grand arches dates from the transitional Norman period (second half of 12th cent.), the beautiful chapter-house is E.E., the transepts are in part Decorated, the belfry and the presbytery (with its fine sedilia) are Perpendicular. The two effigies of Norman knights in armour (12th cent.) in the Abbot's Chapel are believed to be unique in England. — The hotel (see above), which was at one time the manor-house of the Preston family, contains some reliefs from the abbey.

Beyond Furness Abbey the railway, running first to the S. and then to the N., describes a loop that brings us back to within a mile of Dalton station. About the middle of the loop lies (28½ m.) **Barrow-in-Furness** (*Rfmts.*; *Duke of Edinburgh*; *Victoria Park*, R. & B. from 6/, L. 3/, D. 4/6; *Imperial*, R. 4/6, D. 4/; *Waverley*, temperance), an important industrial town (63,770 inhab.), with large docks, shipbuilding yards, and iron, steel, and armament works (Vickers Ltd.). During the War Barrow nearly doubled in size, its chief products being war-ships, submarines, guns, and shells.

A bridge near the docks leads to *Vickerstown*, a workmen's residential suburb, situated on the long *Walney Island*, which shelters the harbour and provides a recreation ground for the population of Barrow (golf-course, tennis, etc.). Here, too, is an aerodrome for the construction of air-ships. — On *Piel Island* is an old castle (rebuilt in 14th cent.). — At *High Cocken*, 1½ m. N., is the house in which the youthful George Romney (see above) lived for 13 years. A museum has been built on the foundations of the carpenter's shop in which he worked. From Barrow steamers ply to *Fleetwood* (p. 397) and to *Belfast*.

Our line now runs to the N. and makes a wide loop round the Duddon Sands, the estuary of the *Duddon* (p. 438). 34½ m. *Askam*; 37½ m. *Kirkby*. — 40 m. *Foxfield* is the junction of the Coniston branch-line (10 m., in 25 min.).

The intermediate stations are (1½ m.) *Broughton* (Old King's Head; comp. p. 438), (4 m.) *Woodland*, and (7½ m.) *Torver*. The ascent of *Black Combe* (1969 ft.; views) from Broughton is worth making. *Coniston*, see p. 437.

We now cross the head of the Duddon estuary and enter *Cumberland* (p. 400). To the right rises *Black Combe* (see

p. 412). 44½ m. *Millom* has a 14th cent. castle and an interesting church. The line sweeps round to the right and skirts the W. base of Black Combe. On the left is the open sea. 47½ m. *Silecroft*; 53 m. *Bootle*; 56 m. *Eskmeals*. — 57½ m. *Ravenglass* (Pennington Arms), on the estuary of the *Esk*, has some remains of a Roman villa. About 1 m. E. is *Muncaster Castle*, with the 'Luck of Muncaster' (an enamelled glass bowl; comp. p. 400). The grounds are open to visitors on week-day afternoons, and the terrace commands perhaps the finest *View in Cumberland (Eskdale, etc.).

Near Ravenglass is a large *Gullery* (best visited by boat), where many thousands of terns and black-headed gulls breed.

From Ravenglass to Boot, 7¼ m., narrow-gauge railway (15-inch) in 50 min. The line skirts first the *Mite* and then the *Esk*. 1¼ m. *Muncaster*, ¾ m. from Muncaster Castle (see above). To the right rises *Muncaster Fell* (757 ft.). — 4¼ m. *Irton Road*, 3 m. E. of *Irton*, with its churchyard cross; 5 m. *Eskdale Green* (p. 442); 6½ m. *Beckfoot* (for *Dalegarth Force*, p. 441); 7¼ m. *Boot*, see p. 441.

59½ m. *Drigg* (Victoria Inn). — 61½ m. **Seascale** (*Scawfell Hotel*), a thriving seaside resort, is a good starting-point for those visiting the Lake District from the W. Coach viâ Gosforth to *Wasdale Head*, see p. 440; to *Ennerdale*, see p. 439. About 5 m. N., on the road to Egremont (see below), is *Calder Bridge*, near which is *Calder Abbey*, an attractively situated Cistercian ruin of the 12th cent. (shown on Fri., 10–4). — 63 m. *Sellafield* is the junction of a branch-line to the mining district of Cleator Moor.

From Sellafield to Brigham, 23½ m., railway in 1½–2 hrs. (3/10, 1/11). — 2 m. *Beckermet*, the first station, is 2½ m. from *Calder Abbey* (see above). 5 m. *Egremont* (Globe; King's Arms) is a small town, with a ruined castle (comp. Wordsworth's 'Horn of Egremont Castle'), 8 m. from Ennerdale and on the road from Keswick (or Cockermouth) to Wasdale (comp. p. 427). — 7½ m. *Moor Row* is the junction of lines to Whitehaven and to Workington (see below). 8½ m. *Cleator Moor* is a busy coal and iron mining centre. 11½ m. *Yeathouse* is the nearest railway station to *Ennerdale* (4 m.; comp. p. 439). 15 m. *Lamplugh*, 1½ m. from the village (p. 426); 21 m. *Bridgefoot*, junction of another branch-line to Workington (see below). — 23½ m. *Brigham*, a small town on the *Derwent* and on the line from Penrith viâ Keswick and Cockermouth to Workington and Whitehaven (see p. 401).

70 m. *St. Bees* (Sea Cote; Queen; Albert), named from St. Bega, is a good starting-point for a visit to (10 m.) Ennerdale (p. 439). It has an interesting collegiate church and a good grammar school, but its once well-known theological college (established in 1817) no longer exists. *St. Bees Head* attains a height of 466 ft.

74 m. (two stations) **Whitehaven** (*Rfmts.*; *Grand*; *Globe*; *Black Lion*), a busy seaport (19,044 inhab.), is surrounded by notable coal-mines, some of which extend under the sea. Paul Jones, who served his apprenticeship on a Whitehaven vessel, made an abortive raid on it in 1778, and its bombardment by a German submarine in 1915 was equally futile.

From Whitehaven the railway goes on to (14 m.) *Maryport* (p. 509) viâ (7 m.) **Workington** (*Central*; *Green Dragon*; *Station*), a seaport (25,092 inhab.) at the mouth of the *Derwent*, with salmon-fisheries and steelworks. Mary, Queen of Scots, landed at Workington on her flight to England after the battle of Langside (1568) and was escorted thence to Bolton Castle (p. 499). — From Workington to *Keswick* and *Penrith*, see p. 400. — Steamers to *Ramsey*, see p. 443.

54. THE LAKE DISTRICT.

The **English Lake District, popularly so called, is a tract about 35 miles square, occupying a great portion of *Cumberland* and *Westmorland*, with a small bit of *Lancashire* on the S. Nowhere else in England is such a wealth and diversity of natural beauty concentrated in so limited an area; and the comparatively small size of its lakes and mountains is no index to the wildness and even grandeur attained at places by its scenery. *Windermere*, the largest of the lakes, is but 10½ m. long; *Scafell Pike*, the loftiest summit, is only 3210 ft. high. The vast forests that once covered great part of the district have largely disappeared, but woods enough remain to give in many places great softness and richness to the scenery. The botanist and geologist will find the district a happy hunting-ground. Traces of Norwegian and Danish influence (dating from the 7th and 8th cent.) still linger in the place-names and in the dialect and customs of the dales.

The comparative lack of historical interest in the district is compensated by a wealth of poetical and literary association. It was the spiritual home of the 'Lake School'—Wordsworth, Coleridge, Southey, and their literary associates. Gray, Wordsworth, and Harriet Martineau are among those who have written accounts of the Lake District, which has inspired many volumes, down to the series of works in prose and verse by Canon Rawnsley, the most representative 'Lakist' of our own times.

The Hotels of the Lake District are almost always good of their class, clean, and reasonable in their charges.

Plan of Tour. The usual approaches to the Lake District are indicated at the beginning of the sections into which our description is divided (pp. 415, 420, 430, 439). The great majority of visitors begin with Windermere, thus progressing from the tamer to the wilder scenery. In summer the Lake District is invaded by *Motor Coaches* from nearly every large town within a radius of 70 m.; while numerous *Circular Tours* (train, coach, steamer) at very moderate fares are arranged by the Furness Railway Co. and by the L. & N.W.R. Co. Horsed coaches are preferable to motor-coaches whenever time allows. ONE DAY in the Lake District may be devoted either to the *Buttermere Drive from Keswick* described at p. 424 or to the *Coach Route between Keswick and Windermere*, in either direction (p. 428). The former reveals, perhaps, the most exquisite scenery, but the latter runs through the central Wordsworth district and visits the largest of the lakes. The *Tour of the Langdales from Ambleside* (p. 433) ranks with these. For a visit of TWO DAYS the most serious rivals to the trips just mentioned are the *Ambleside and Coniston Round* (p. 435) and the *Ullswater Trip from Pooley Bridge to Patterdale*, continued over the Kirkstone Pass to Windermere (pp. 416, 417, 420). No thorough exploration of the Lake District, however, can be made except on foot, and the following WEEK'S WALKING TOUR should be well within the compass of the average pedestrian. 1st Day. From *Penrith* (p. 400) to (6 m.) *Pooley Bridge*, and steamer thence up *Ullswater* to *Patterdale* (8 m.), with a visit (by motor or rowing boat) to *Aira Force* (3 m.). — 2nd Day. From Patterdale to *Keswick*, over the top of *Helvellyn*, 5–6 hrs. — 3rd Day. From Keswick to *Buttermere* viâ *Borrowdale* and the *Honister Hause*, 14 m. — 4th Day (somewhat trying). From Buttermere viâ *Scale Force* and *Floutern Tarn* to the *Anglers' Inn* in *Ennerdale*, and thence viâ *Windy Gap* or *Black Sail Pass* to *Wasdale Head*, 8–10 hrs. in all. The route viâ *Scarf Gap* and *Black Sail* is shorter and easier. — 5th Day. From Wasdale Head to *Dungeon Ghyll* viâ *Esk Hause*, 3–4 hrs. (with the ascent of *Scafell Pike*, 2 hrs. more). — 6th Day. From Dungeon Ghyll to *Windermere* viâ *Grasmere* and *Ambleside*, 16 m. (last part by steamer, if desired; see p. 430). Those who wish to get back to Penrith will be repaid by the walk over the *Kirkstone Pass* to Patterdale (13 m. from Windermere, 9 m. from Ambleside).

Motoring and Cycling. The chief roads in the Lake District, though rather twisty, have good surfaces, and much of it can be easily visited by the motorist. The car should be handy, a good hill-climber, and easy to control on descents. The chief trunk road is that from Lancaster through Kendal (25 m.) to Windermere (8¾ m.), Ambleside (4½ m.),

Keswick (16½ m.), and Cockermouth (14 m.). This is wide throughout, with moderate hills (Dunmail Raise rising to 873 ft. only). A road at right angles to this, running from Barrow to Newby Bridge (16 m.), Bowness (6 m.), Troutbeck, Kirkstone Pass (7 m.), Patterdale (6½ m.), and Penrith (14 m.), reveals the delightful scenery of Lakes Windermere and Ullswater. The distances are so short that the choice of head-quarters is immaterial; Keswick, Grasmere, Ambleside, Bowness, Windermere, or Coniston will all serve. From Keswick a good run is that round Bassenthwaite, with a visit to Borrowdale (Seatoller or Seathwaite). Another enjoyable round is made by approaching Buttermere viâ Newlands, with return viâ Crummock Water, the Vale of Lorton, Cockermouth, and Bassenthwaite. A longer run includes Threlkeld, Ullswater, Patterdale, Troutbeck, Low Wood, and Ambleside, with return direct. The main road along the coast (e.g. from Whitehaven) is remunerative, but most of the others are 'blind' for motorists. The Eskdale trip is not recommended. Honister Hause, the route from Langdale to Grasmere over Red Bank, and the bit of road between Ambleside and the Kirkstone Pass should all be avoided. In normal seasons the Borrowdale road is overcrowded between 10 a.m. and 5 p.m.

Guides can be procured at most of the principal resorts. In fine weather these are hardly necessary for a pedestrian of any experience; but, as some of the routes are not well marked and as sudden mists are not uncommon, a good map and a compass should always be carried. — PONIES, not now so easily obtained as of yore, can cross all the passes and ascend to or near the top of most of the mountains.

Sport. GRASMERE SPORTS, held on the first Thurs. after Aug. 20th, are the chief athletic festival in the Lake District, with the best wrestling (Cumberland-Westmorland style), fell-running, and hound-trailing. Interesting sheep-dog trials are held at Rydal Park the day before, and at Troutbeck the day after the sports. — FOX HUNTING, the favourite dalesman's sport, is done on foot and demands great physical endurance. The chief packs are at Threlkeld, Patterdale, Ambleside, Eskdale, and Lowes Water. The *Windermere Harriers* hunt both hare and fox, and afford an opportunity for the mounted huntsman. — The ROYAL YACHT CLUB at Windermere holds regattas on the lake. — ANGLING is relatively unimportant. Salmon, trout, and char are taken in the lakes, the best months being May, June, Aug., and September. The salmon-fishing in the Derwent and Eden is excellent, but the best waters are occupied by private owners or clubs. The perch-fishery of Bowness has considerable sporting importance.

Climbing. Rock-climbing in the Lake District, now in its second generation, has influenced Alpine practice almost to the exclusion of snow ascents. The most famous 'courses' are found on the *Pillar Rock* (p. 427), *Great Gable* (p. 424), *Scafell* (p. 441), *Gimmer Crag* (on the Langdale Pikes, p. 434), *Pavey Ark* (p. 434), *Dow Crag* (p. 438), and round *Buttermere* (p. 425). Comp. 'Rock-Climbing in the English Lake District,' by *O. G. Jones* (3rd ed., 1911), 'British Mountain Climbs,' by *G. D. Abraham* (1909), 'Climbing in the British Isles (England),' by *W. P. Haskett Smith* (1894); and the publications of the 'Fell & Rock Climbing Club' (Kendal).

Glossary of Local Terms. *Band*, elevated terrace or ridge between two lower tracts; *Beck*, stream; *Combe*, hollow; *Dodd*, lower spur or foothill, generally rounded; *Fell*, mountain; *Force*, waterfall; *Gill*, *Ghyll*, mountain torrent, narrow ravine; *Hause*, top of a pass (French 'col'); *How*, *Howe*, low rounded hill; *Knott*, rocky knob; *Nab*, projection, promontory; *Pike*, peak; *Pitch*, steep ascent; *Raise*, top of a ridge; *Scar*, *Scarth*, rocky face; *Scree*, steep slope of loose stones; *Stickle*, sharp peak; *Thwaite*, clearing; *Trod*, sheep-path.

A. ULLSWATER SECTION.

Penrith (p. 400) is the portal for the Ullswater part of the Lake District. Travellers proceed thence to Patterdale, either partly by coach and partly by steamer or all the way by motor-car.

a. FROM PENRITH TO PATTERDALE BY ROAD & STEAMER. Motor-cars and coaches (2/), in connection with the trains,

ply four times daily in summer from Penrith station to *Pooley Bridge* (Sun), situated 6 m. S.W., at the foot of Ullswater. The main road crosses (1 m.) *Eamont Bridge*, passing from Cumberland into *Westmorland* (p. 399), and shortly after leads between *King Arthur's Round Table* (l.) and *Mayborough* (r.), two ancient circular earthworks. — 1 m. *Yanwath Hall*, where we cross the railway, has an old peel tower, overlooking the 'barmkin' or inner bailey. Just N. of (2 m.) *Kirkbarrow* is *Barton Church*, with two chancel arches, one over the other.

Those who prefer to walk may turn to the right (S.) at the station, without visiting the town, and follow the road on the left (Cumberland) bank of the Eamont (sometimes taken by the coaches). They keep to the left at (1¼ m.) the fork, and at *Dalemain Hall*, 1¼ m. farther on, they should cross the river by a footbridge and follow the path through the park. The road has a fine 'sudden' view of Ullswater.

***Ullswater** (477 ft.; i.e. 'Ulf's Water'), the grandest of English lakes in scenery and the second in size, separates Cumberland (W. bank as far as Glencoin) from Westmorland (E. bank and head). It is 7½ m. long and ¼–¾ m. wide, and consists of three reaches, the bends of which prevent any general view of the lake as a whole. Its scenery increases in beauty as we near its head.

A good road (see below) skirts the entire W. side of the lake, but the road on the more rugged E. bank ends at *Howtown* (see below), 4 m. from Pooley Bridge. Thence to (5 m.) Patterdale, see p. 417.

A small Steamer plies on Ullswater from Pooley Bridge to (¾–1 hr.) Patterdale, starting daily about 10 a.m. (to Patterdale 2/, 1/6, to Howtown 1/, 9*d*.). At the head of the first reach, 3 m. in length, lies (l.) *Howtown* (Hotel, plain but comfortable). Passing *Skelly Neb*, on our right, we enter the second reach (c. 3¼ m. long). To the right are *Gowbarrow Park* and *Fell* (1579 ft.; see p. 417), continued beyond the *Aira Beck*, by *Glencoin Park*. To the left is *Sandwick*, a small cluster of farms at the mouth of **Martindale**, enclosed between *Hallin Fell* (1271 ft.) and *Birk Fell* (1670 ft.). Catchidecam, the N.E. spur of Helvellyn, becomes prominent at the end of the reach, with the main summit to its left. The last *Reach, running N. and S., is about 1¼ m. long and presents a striking "blend of wild overhanging mountain and rich homelike foreground." It contains three or four small islands. To the right is the finely wooded *Stybarrow Crag*, to the left the steep sides of *Place Fell* (p. 418). At the head of the lake lies *Patterdale* (p. 417), dominated by the imposing *St. Sunday Crag* (p. 418). The landing-place of the steamer is in the grounds of the Ullswater Hotel, about ½ m. from the top of the lake.

b. From Penrith to Patterdale by Road all the Way. Motor coaches leaving Penrith station at 6.50 a.m. and 3 p.m. (returning from Patterdale at 9.15 a.m. and 4.30 p.m.) run in 1½ hr. to Patterdale viâ the N.W. bank of Ullswater (3/, return 4/). To (6 m.) *Pooley Bridge*, see above. Beyond (7½ m.) *Brackenrigg Hotel* and (8 m.) *Watermillock House* the road runs close to the lake, affording increasingly fine views

across it (l.) and skirting (r.) *Gowbarrow Park*. The (11 m.) entrance to the park is at the foot of a road diverging on the left for *Dockwray* (1¾ m.) and *Troutbeck Station* (3 m. ; see p. 419).

Gowbarrow Park (inseparably associated with Wordsworth's 'Daffodils') and *Aira Force* were purchased by the National Trust (p. 180) and opened to the public in 1906. The park now includes the whole Ullswater side of the fell. From the entrance (rfmt. hut) a well-marked path ascends to (¼ m.) the fall. To the right stands *Lyulph's Tower* a small shooting-lodge, the name of which is supposed to go back to the same Baron Ulph or de l'Ulf after whom the lake itself is named (the 'Ulfo's lake' of Scott's 'Bridal of Triermain'). Gowbarrow Park contains some red deer and affords many fine views.

***Aira Force**, one of the most beautiful waterfalls of the Lake District, is 65 ft. high and romantically situated in a deep winding glen. The scene of Wordsworth's 'Somnambulist' is laid here. A path ascends the left bank, above the fall, to (1 m.) *Dockwray* (p. 419), passing another pretty little fall named *High Force*.

Our road continues to skirt the lake, below *Glencoin Park*, then passes under *Stybarrow Crag* (see below), to (13½ m.) the *Ullswater Hotel*, at the mouth of *Glenridding*.

14½ m. **Patterdale** (*Ullswater*, see above, 1 m. from the village ; *Patterdale*, near the church ; *White Lion*, plain ; *Milcrest*, temperance, near the pier, well spoken of ; *Lodgings*), a good centre for excursions, is a village with a few score inhabitants, charmingly situated at the head of Ullswater and the foot of the dale of its own name ('St. Patrick's Dale'). By the roadside is a well with misty traditions of baptisms by St. Patrick, who took this way from Lindisfarne (Holy Island) to Ireland.

Excursions. *Aira Force* (4 m.) may be visited either by land (motor-service, see p. 416) or (preferably) by water (small boat 3/–4/, motor-launch 10/ ; obtainable at the hotels). — From beneath *Stybarrow Crag*, now public property, there is a good view. — The walk to (5 m.) *Howtown* (returning by steamer, or vice versa) may be recommended. From Patterdale we take the lane leading to the E. from a point between the hotel and the church and then follow the pony track skirting the lake. Or we may take the lane diverging S. of the post office and so join the higher path on the slope of *Place Fell* (p. 418), which affords better *Views and joins the other track after 1½ m. [Visitors at the Ullswater Hotel may save 2 m. by rowing to *Bleawick*.] The united path skirts the base of *Birk Fell* (p. 416) for 1 m., then turns inland (r.), round a plantation. 1 m. *Sandwick* (p. 416), on the beck descending from the *Martindale* group of valleys (Boredale, Bannerdale, etc.). The High Street range is seen to the S. A road (leading to Howtown) here diverges to the right. We, however, go straight on through a gate and take the path following the line of the shore and skirting *Hallin Fell* (p. 416) to (1½ m.) *Howtown* (p. 416). From Howtown walkers may return to Patterdale (c. 2 hrs.) viâ *Boredale* and the *Boredale Hause* (1250 ft. ; view). — Short walks may be taken also to (1–1½ hr.) *Angle Tarn* (good trout fishing by permission) viâ Boredale Hause (see above) or to (2 m.) *Glencoin*.

Ascents. ***Helvellyn** (3118 ft.), the third in height and one of the finest in form of the Lake District mountains, is ascended from Patterdale by one or other of three routes. Pony and guide 12/ (not necessary). *a*. For the Red Tarn Route (2¼–2¾ hrs. ; steeper but more interesting) we follow the Grisedale track (p. 419) for 10 min. and then (finger-post) turn to the right and cross the stream. A few minutes later the well-marked path turns to the left and ascends over the fell towards a conspicuous gateway on *Striding Edge*, about 2 m. ahead of us. Striding Edge may be followed to the top. In mist, gale, or snow it should be treated with caution, but otherwise it presents no difficulty to the steady-headed. Those who wish to avoid it keep to the right, pass to the N. of the *Red Tarn* (2356 ft.), the highest in the Lake District (ground

here rather boggy), and mount to *Swirrel Edge* (2500 ft.) and (¾ hr.) the summit. — *b.* By the GLENRIDDING ROUTE (3¼–4¼ hrs.) we leave the main road opposite the Ullswater Hotel and ascend the cart-track on the right of the beck to (1½ m.) the *Greenside Smelting Mills*. Thence, avoiding both the cart-track to the right and the path to the left, we follow the pony track straight on, along the main beck. Just short of (½ hr.) *Keppelcove Tarn* (1825 ft.) the track zigzags up to the right, soon bending to the left. On reaching (¼ hr.) the top of the ridge (c. 2800 ft.) we turn sharply to the left for (½ hr.) the summit. — *c.* For the GRISEDALE ROUTE (2¾–3¼ hrs.; viâ Grisedale Tarn), see pp. 419, 436. — The *View from Helvellyn is extensive but less varied than from some other peaks. Windermere, Esthwaite, and Coniston are visible to the S., with the Irish Sea beyond them; Ullswater is conspicuous to the N.E. Thirlmere and Derwentwater are not visible from the top. In the extreme N. are the Solway Firth and the Dumfriesshire hills. To the E. are the long rolling ridges of the Pennine chain. Among the most prominent peaks are Scafell Pike and Great Gable (S.W.), Skiddaw and Saddleback (N.), St. Sunday Crag and High Street (S.E.), and Fairfield (S.). Ingleborough (p. 409; S.E.) and Cross Fell (p. 505; N.E.) are visible in the distance. At our feet lies Red Tarn, between Striding Edge and Catchidecam, two spurs of Helvellyn. Near the top of Helvellyn is a memorial to Charles Gough (whose death here from exposure in 1805 and the fidelity of whose dog have been sung by Scott and Wordsworth). The descent may be made to *Grasmere* (p. 435), *Thirlspot* (p. 428), or *Wythburn* (p. 429). — The top of **Place Fell** (2154 ft.) is easily reached from Patterdale in 1¼ hr and affords a good view. We ascend to (½ hr.) *Boredale Hause* (comp. p. 417). A little short of the finger-post we turn to the left and follow the not very distinct path along the ridge (partly indicated by cairns) to the (30–40 min.) summit. The descent may be made to Boredale and Howtown (1¼ hr.; comp. p. 417). — **St. Sunday Crag** (2756 ft.; 1½ hr.) should be ascended for its view of Ullswater and Helvellyn. To (1¼ m.) *Elmhow*, see p. 419. About 200 yds. beyond the farm we cross a small beck and begin to ascend a zigzag grassy path to the left, which leads along the beck to (½ hr.) the arête. Turning to the right, we reach the top in ½ hr. more. The descent may be made along the ridge and straight down through Blemara Park. — **Fairfield** (2863 ft.) and **Seat Sandal** (2415 ft.) are two other good view-points that may be ascended from Patterdale (comp. p. 419).

FROM PATTERDALE TO HAWES WATER AND MARDALE GREEN. The usual route starts from *Howtown* (comp. p. 417). The walk thence takes 2¾–3 hrs. We ascend by a track on the banks of the *Fusedale Beck*. After about ½ hr. we incline to the left (little or no visible path) and cross a tributary stream. To the right is the Martindale deer-forest, the last refuge of the primeval red deer that used to range over the Pennine and Lake mountains. In ½ hr. we reach *Weather Hill* (2174 ft.), the top of the ridge, affording a fine view S. and W. (Coniston Old Man S.W.). We descend in the same general direction (S.E.), cross (½ hr.) the *Measand Beck*, and reach (10 min.) the road leading along the W. bank of Hawes Water to (2½ m.) Mardale Green (p. 419). — The direct route from Patterdale to Hawes Water (3½–4½ hrs.; for good walkers) diverges from the Windermere road at (2 m.) the point where that road turns to the right, soon after crossing the outflow from Brothers Water (comp. p. 420). We follow the cart-track straight on, pass through the hamlet of *Low Hartsop*, cross (¾ m.) the *Hayes Water Ghyll* (route to the obvious pass on the right to be avoided), and in ½ m. more recross the beck and pass a little to the N. of the foot of *Hayes Water* (1383 ft.). A zigzag track, keeping to the left of the *Knott* (2423 ft.), ascends to (¾ hr.) the top of the ridge (finger-post). The direct route to Mardale Green passes through a gateway in the wall and then drops very steeply and roughly (1–1¼ hr.). [Little time is lost by inclining to the left and including *Kidsty Pike* (2560 ft.), from the shoulder of which a slanting track leads down to the foot of *Riggindale*.] Those who wish to combine the ascent of *High Street* (2663 ft.; view) with this route diverge to the right at the above-mentioned finger-post and follow the ridge to the S. (1 hr.). The descent to (1¾ hr.) *Mardale Green* leads viâ *Rough Crag* to the foot of *Blea Water* (1584 ft.), whence the path to the dale is distinct (not very easy). High Street derives its name from an old Roman road that ran from the camp at the head of Windermere to Brocavum

(Brougham) **over** High Street, Kidsty Pike, and High Raise; traces of it are visible near the top of High Street, and at several points beyond.

Hawes Water (694 ft.; 2¼ m. long, ¼–⅓ m. wide), sometimes called the 'Lesser Ullswater' repays a visit. The mountain group at its head is especially fine (Harter Fell, High Street, Kidsty Pike, Welter Crags). The E. bank is clothed with wood (*Naddle Forest*). In a deep glen, 1 m. from the head of the lake, lies *Mardale Green* (Dun Bull Hotel, R. 2/6, pens. 9/), in the little church of which is the tomb of Hugh Holmes (d. 1885), the last 'King of Mardale.' Near the foot of the lake is *Thornthwaite Hall*, familiar to readers of Trollope's 'Can You Forgive Her?' A scheme to convert Hawes Water into a reservoir for the water-supply of Manchester contemplates the erection of a large dam at the N.E. end of the lake and the total submersion of Mardale Green, with its church and inn.

Hawes Water may be reached also from Shap (comp. p. 400), and from *Penrith* (p. 400) by carriage-road (11 m.; 14½ m. to Mardale Green) viâ *Lowther Park* and *Bampton* (see p. 400). — Active walkers may reach *Windermere* (p. 431) from Mardale Green viâ *High Street* and the *Troutbeck Valley* (4½–5½ hrs.), or viâ the *Nan Bield Pass* (2050 ft.), *Kentmere*, and the *Garburn Pass* (1450 ft.; 4–5 hrs.), or by a good but little used route viâ the *Gatescarth Pass* (1900 ft.), *Sadgill* (1½–2 hrs.; the highest hamlet in Long Sleddale), *Kentmere*, and the *Garburn Pass* (4½–5 hrs.). *Kendal* (p. 399) may be reached viâ *Gatescarth Pass* and *Long Sleddale* the 'Long Whindale' of 'Robert Elsmere' (5–6 hrs.).

From Patterdale to Grasmere (8½ m., in 3–3½ hrs.; pony and guide 15/–20/). The route, ascending *Grisedale*, between Helvellyn and Seat Sandal, on the right, and St. Sunday Crag and Fairfield, on the left, is easy to follow. Leaving the main road a little to the W. of the church we follow the lane mounting along the right bank of *Grisedale Beck* to (⅛ hr.) the farm of *Elmhow*. The track crosses the stream about ¼ hr. farther up, turns to the right and then to the left, crosses a side-stream, and reaches (20 min.) a shed about ¼ hr. below *Grisedale Tarn* (1768 ft.). We keep to the left of the tarn and reach (¼ hr.) the top of the *Grisedale Pass* (1929 ft.), between *Seat Sandal* (p. 418; r.) and *Fairfield* (p. 418; l.), where we pass through a gap in the wall. Fine views of Coniston and Grasmere are disclosed as we descend the winding pony-track to (1¼ hr.) the Grasmere and Keswick road. On reaching the road we turn to the left and near (¾ m.) the *Swan Hotel* we diverge to the right from the Ambleside road. ¾ m. *Grasmere*, see p. 435. — Robust walkers may easily combine the 'traverse' of St. Sunday Crag (p. 418) or Fairfield (p. 418), or both, with this route.

From Patterdale to Ambleside on foot (9 m.; 3½–4 hrs.). From Patterdale to (2¾ m.) *Brothers Water*, see p. 420. We keep to the right (W.) side of the lake, pass (1 m.) *Hartsop Hall*, and follow the track slanting to (1¾ m.) the col N. of *Red Screes* (p. 420). Thence we descend through *Scandale* (3¼ m.). — The daily coach to Ambleside (12½ m.; fare 3/6) runs viâ Troutbeck and Low Wood (comp. p. 420).

From Patterdale to Keswick by the Sticks Pass, 11 m. (last 5 m. by road). This route is now rarely used. To the (1½ m.) *Greenside Smelting Mills*, see p. 418. About ¼ m. farther on we leave the Helvellyn bridle-path and ascend the steep zigzag cart-track to the right, crossing the beck at (¼ hr.) the *Greenside Lead Mine*. A little farther on our track passes the N. end of *Greenside Reservoir* (the track to the right descending to Glencoin). We now keep due W. to (½ hr.) the top of the **Sticks Pass** (2420 ft.; view), marked by upright stakes planted in the ground. The path descends in zigzags, bearing somewhat to the right, and crosses a beck a little before we reach the (¾ hr.) farm-house of *Stanah*. Below the farm we strike the Vale of St. John road, which, a few yards to the left, joins the Ambleside road at a point 4¾ m. from *Keswick* (p. 420) and ¾ m. from *Thirlspot* (p. 428).

From Patterdale to Keswick viâ Troutbeck, 17½ m. This is the driving route and not very interesting (through-fare by coach & rail 4/6, 3/4; carr. & pair 20/–25/) — From Patterdale to (3½ m.) the divergence of the Dockwray road, see p. 417. The road (*Retrospects) ascends to the left (N.), between *Glencoin Park* (l.) and *Gowbarrow Park* and *Fell* (r.). [Walkers in either direction should do the bit between the Pooley Bridge road and Dockwray viâ Gowbarrow Park and Aira Force.] Beyond (5½ m.) *Dockwray* (Royal, plain) our road continues towards the N. 5¾ m. *Thornythwaite* and *Matterdale Church*;

6½ m. *Matterdale End.* A little farther on the road reaches its highest point (1124 ft.), to the W. (l.) of *Great Mell Fell* (1760 ft.). 9 m. **Troutbeck**, and thence by railway to (8 m.) *Keswick*, see p. 401. The road runs to the N. of and roughly parallel with the railway, but crosses it beyond *Threlkeld* (p 401). The last bit, through the *Greta* glen, is picturesque. — Drivers will find the longer route via *Penrith* more interesting (31 m. in all, of which 18 m. may be done by railway; steamer available to Pooley Bridge).

From Patterdale to Windermere, 12½ m. (13½ m. from Ullswater Hotel), coach daily at 4 p.m. (from Windermere at 10 a.m.) in 2½ hrs. (6/, return 8/6). The road ascends through Patterdale, keeping to the right of the *Goldrill Beck*. After 1¾ m. we cross the stream descending from *Deepdale* (r.). About ¾ m. farther on the road turns to the left and crosses the Goldrill Beck, a short way below Brothers Water. It next (¼ m.) turns to the right, and skirts the E. side of *Brothers Water* (520 ft.), popularly supposed to be named from the drowning of two brothers (more probably a corruption of 'Broader' Water). Retrospect of Place Fell (p. 418). ½ m. *Brothers Water Hotel.* The road now mounts rapidly to (2¾ m.) the top of the **Kirkstone Pass** (1481 ft.), between *Caudale Moor* (2474 ft.; left) and *Red Screes* (2541 ft.; right; wide *View). About 200 yds. short of this point (r.) is the stone after which the pass is named, from its supposed resemblance to a church (*View). About as far on the other side of the pass is the *Traveller's Rest Inn* (1476 ft.; not, however, the highest licensed house in England, comp. p. 378). Here the direct road (dangerous to wheeled traffic) to *Ambleside* (p. 433) diverges on the right. The coach road, trending to the left, follows the ridge between *Stockdale* (r.) and *Troutbeck* (l.). The descent is fairly rapid. The head of Windermere soon comes into sight, followed by fine views of the middle and lower reaches. At (3 m.) the Queen's Head Hotel (p. 430) the road forks, the right branch leading through the village of *Troutbeck* (p. 430) and by Low Wood to Ambleside (p. 433), while the other runs straight on to (¾ m.) *Troutbeck Church* (with a window by Morris, Madox Brown, and Burne-Jones). Beyond the church the road ascends again to the *Borrans*, just past which we obtain a noble *View of Windermere. The last part of the road leads through trees. 2¾ m. *Windermere*, see p. 431.

B. KESWICK AND DERWENTWATER SECTION.

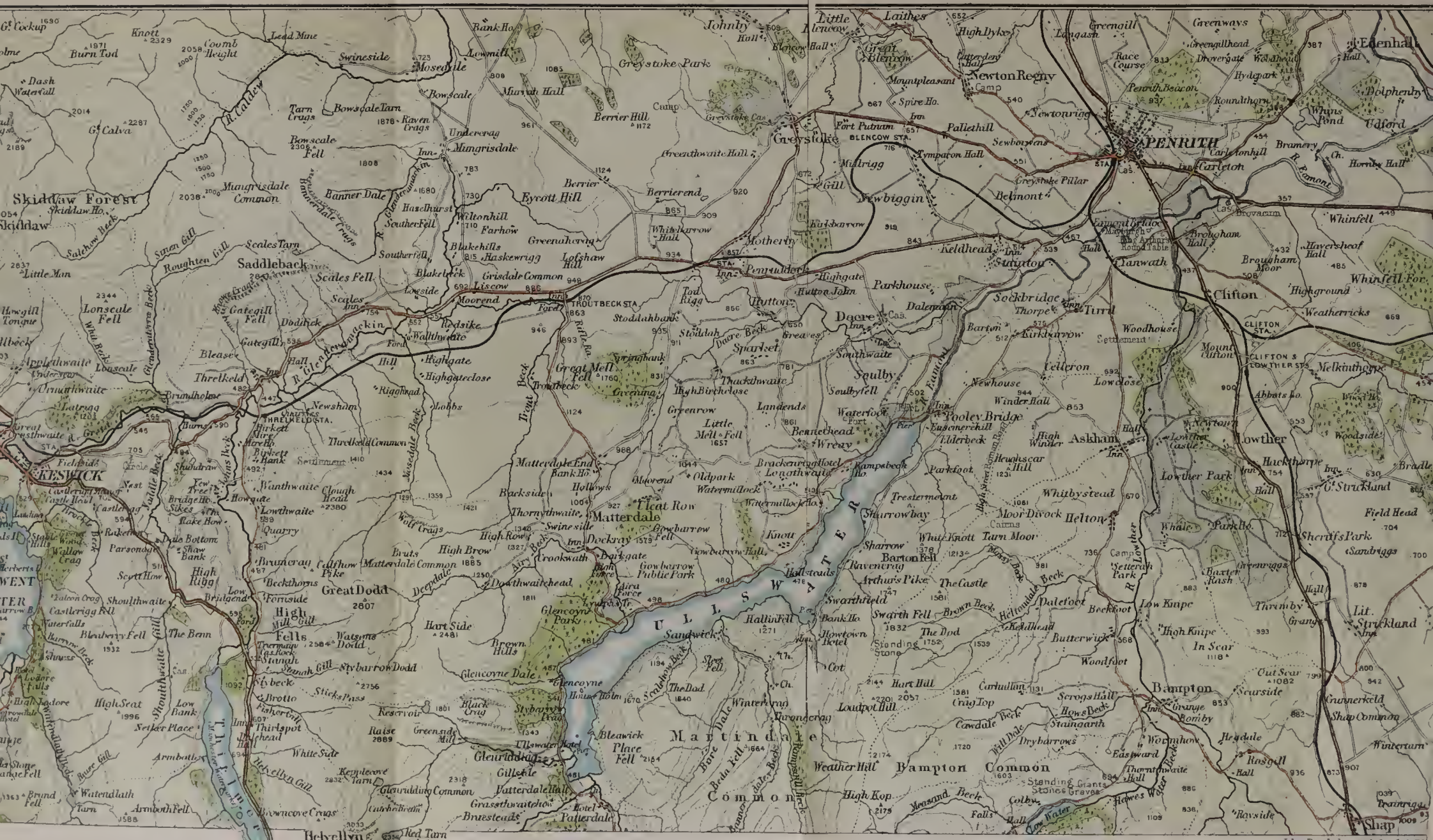
Penrith (p. 400) is the gateway for this section of the Lake District also. Railway thence to (18 m.) *Keswick*, see pp. 400, 401.

KESWICK (280 ft.; 4403 inhab.) lies on the *Greta*, about ½ m. from Derwentwater, but the little town itself commands no very good view of the fine mountain and lake scenery for the exploration of which it is so convenient a centre. Even Derwentwater is hidden.

Railway Station, ½ m. N.E. of the centre of the town (omnibus 6*d.*).

Hotels. Keswick Hotel, a large house adjoining the rail. station and overlooking Fitz Park, R. from 4/, D. 5/; Royal Oak; Queen's, in the main street; County, with the same owner; Lake; King's Arms; Black

LAKE DISTRICT
NORTH SECTION
0 1 2 Miles
0 1 2 3 Kilometres
WORKINGTON
COCKERMOUTH
WHITEHAVEN
Harrington
Distington
Moresby
Parton
Arlecdon
Frizington
Rowrah
Kirkland
Mosser
Dean
Brandthwaite
Ullock
Lorton Vale
Crummock Water
Loweswater
Buttermere
Bassenthwaite Lake
Derwent Fells
Loweswater Fell
Brackenthwaite Fell
Flimby
Bridekirk
Brigham
Broughton
Cleator
Ennerdale
Lamplugh
Greysouthen
Eaglesfield
Deanscales
Mockerkin
Brackenthwaite
Lorton Fells
Whinlatter
Thornthwaite
Darling How
Aiken
Swinside
Griesdale
Pike
Causey Pike
Scar Crags
Sail
Grasmoor
Whiteless Pike
Robinson
Hindscarth
Dale Head
Fleetwith Pike
Great Borne
Gale Fell
Haystacks
Red Pike
High Stile
High Crag
Kirk Fell
Pillar
Scafell
Scafell Pike
Great Gable
Lingmell
Broom Fell
Wythop Moss
Wythop Hill
Lord's Seat
Barf
Whinlatter Pass
Honister Pass
Newlands Pass
Sail Pass
Scarth Gap Pass
Coledale Beck
Whit Beck
Rogerscale Beck
Liza
Ellen
Marron
Derwent
Cocker
Keekle Beck
Dub Beck
Whillimoor Common
Lamplugh Fell
Sharp Knott
Blake Fell
Murton Fell
Sadlers Knott
Gavel Fell
Hen Comb
Kelton Fell
Kelton Head
Crossdale Beck
Floutern Tarn
Scale Force
Scales
Robinson
Hindscarth
Dale Head
Fleetwith Pike



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BULL; GEORGE; SKIDDAW (R. 3/6, L. 2/6, D. 4/), BLENCATHRA, two temperance houses. — DERWENTWATER HOTEL, at *Portinscale*, 1½ m. from the rail. station (omn. 1/). — LODORE HOTEL, see p. 422 (omn. 1/). — *Lodgings* abound.

Motor and Horse Coaches run daily to *Lodore* (6*d.*), *Seatoller* (1/6, return 2/6), *Grasmere* (4/, 6/), *Ambleside* (5/, 7/6), and *Windermere* (6/6, 9/6). Excursion Coaches run round *Derwentwater* (2/6), round *Thirlmere* viâ the *Vale of St. John* (20–21 m.; 4/), round *Bassenthwaite* (18 m.; 3/6), to *Buttermere* viâ *Borrowdale* with return by *Newlands* (6/, incl. fee), and to various other points of interest.

Boats on Derwentwater 1/ per hr., 5/ per day (more with boatman). — MOTOR BOATS ply on the lake, calling at Brandelhow Lodore, Barrow, and Portinscale (single journey 6*d.*, tour of the lake 1/). — BATHING HUTS on the lake, adm. 4*d.* (ladies 10–12 & 4–5.30).

The road from the railway station to the town traverses *Fitz Park* and passes a small *Museum* (adm. 6*d.*), containing a model of the Lake District (3 in. to the mile). Beyond the river is the *Town Hall* (1813), which possesses a clock-bell bearing the date 1001, brought from Lord's Island (see below). *Greta Hall*, the residence of Coleridge from 1800 to 1809 and of Southey from 1803 to 1843, stands on an elevation in the loop of the river N.W. of the town. Beyond the bridge, ⅔ m. from the Town Hall, is *Crosthwaite Church*, an interesting little structure on the site of a church built by St. Kentigern in 553. The present Perp. edifice dates from 1553 and contains a 14th cent. octagonal font and a monument (by Lough) to Southey (inscription by Wordsworth). The church has twelve 'consecration crosses' on its outside walls.

The *Lead Pencil Manufactories* near Greta Bridge (interesting processes), the *Ruskin School of Embroidery* (Main St.), and the *School of Industrial Arts* (near Greta Bridge) are open to visitors. The old plumbago or 'wad' mine at Seathwaite (p. 426) has long been closed, and Keswick now gets its black-lead from other sources. — There are two other *Models of the Lake District* (6 in. to the mile) in Lake Road (Mayson's, Abraham's; adm. 6*d.*).

Shelley lived at Keswick for a short time in 1812 (in a cottage on Chestnut Hill), soon after his marriage to Harriet Westbrook.

From Keswick to *Cockermouth*, see p. 401.

***Derwentwater** (244 ft.), perhaps the most absolutely satisfying in its loveliness of all the lakes of England, is 3 m. long, 1 m. wide, and 10–70 ft. deep. Its banks present a wonderful blending of abrupt crag, green fell, and wooded slopes, while the final charm is lent by the islets dotting its surface. The mountain background, especially Skiddaw (to the N.), is very imposing. To the S. opens the romantic Borrowdale. The three largest islands are *Derwent Isle*, with a house on it; *Lord's Island*, once the site of Lord Derwentwater's mansion (comp. p. 504); and *St. Herbert's Isle*, the site of a traditional 7th cent. hermitage. The *Floating Island*, a periodic appearance near Lodore, is a tangled mass of weeds made buoyant by marsh gas.

Southey maintained that the best view of Derwentwater was obtained from "the terrace between Applethwaite and Millbeck." To reach this point we cross Greta Bridge, turn to the right (Bassenthwaite road), cross the railway, and turn into (¾ m.) the lane to the right. This leads straight to (½ m.) *Ormathwaite* (once visited by Benjamin Franklin), then curves to the left, and reaches (½ m.) *Applethwaite*. The *View Point is ½ m. or so farther on. A much closer view of the lake is enjoyed from the **Friar's Crag*, ¾ m. S. of the town, opposite Derwent

Isle. It is reached by the road diverging to the right from the Borrowdale road (opposite the Lake Hotel) and passing the boat-landing. On the crag is a memorial to John Ruskin (1819–1900). — Most visitors, however, will give the palm over both these views to that from ***Castle Head** (529 ft.), a wooded hill ½ m. S. of the town, just to the left of the Borrowdale road (see below; entr. by small wicket-gate). The top commands a view of the whole lake. From the E. bank rise *Walla Crag* and *Falcon Crag*, partly clothed with wood. A peep of *Helvellyn* is obtained over the intervening 'dodds' to the S.E. In the S.E. corner of the lake nestles *Lodore* (see below). To the right of this, at the S. end of Derwentwater, are the 'Jaws of Borrowdale,' apparently filled up by the conical *Castle Crag*. The background just to the right of this is formed by *Great End*, *Scafell Pike*, and *Scafell*. Beyond the next gap come *Scawdel Fell* and *Maiden Moor*, the latter sloping (N.) towards *Cat Bells*, over the shoulders of which peer *Hindscarth* and *Robinson*. Farther to the right are *High Stile* and *Red Pike*, rising over *Buttermere Hause*. To the N. (r.) of this depression are the prominent butt of *Causey Pike*, *Sand Hill*, and *Grisedale Pike* (with *Whinlatter Pass* at the foot of its long slope). To the N.W. opens *Bassenthwaite Lake*, with the fells enclosing it. Criffel (in Kirkcudbrightshire) is said to be sometimes visible in the distance. To the N. is the massy *Skiddaw*. — Other good views of Derwentwater are afforded by *Walla Crag* (see below), *Latrigg* (p. 423), *Dodd Fell* (p. 423; on the Bassenthwaite road), and the terrace of *Cat Bells* (1482 ft.; see below).

*Round Derwentwater by Road (10 m.; motor coach, see p. 421). We leave Keswick by the narrow street running S.E. from the Town Hall, passing *St. John's Church*, to the Borrowdale Road. ½ m. *Castle Head* (l.), see above. The road passes through the *Great Wood*, with *Walla Crag* (1234 ft.; view) rising to the left. Beyond this is *Falcon Crag* (1050 ft.). The left branch at (1½ m.) the fork leads to *Watendlath* (p. 428). Just beyond this are the grounds of *Barrow House*, with the *Barrow Falls* (total descent 120 ft.). — 1 m. *Lodore Hotel* (R. from 5/, D. 4/6).

In the picturesque glen behind the hotel are the **Falls of Lodore** (adm. 2*d*.), which (in spite of Southey's rhapsodic verses) are disappointing except after heavy rain. About ½ m. higher up is the little fall of *High Lodore* (reached also by a path from the road, ¼ m. farther on).

Beyond (½ m.) the former Borrowdale Hotel, we reach (¾ m.) *Grange*, where we quit the Borrowdale road (p. 424) and cross the Derwent by a couple of bridges to the right. Beyond the village we again turn to the right. ¾ m. *Manesty*. Walkers should here choose the old road to the left (from which a path for Newlands, p. 425, diverges after ¼ m.), as it affords beautiful and more open views of the lake. *Manesty Park* and *Brandelhow Park* (r.) have been acquired by the National Trust (p. 180). The two roads re-unite about 1¾ m. from Manesty, at the N. end of the ridge of *Cat Bells* (p. 423). Our route turns first to the left and then to the right and is joined on the left by a (⅓ m.) road from *Skallgill*. At (½ m.) a guide-post our road is joined by that from Buttermere (p. 426). Between this point and (1¼ m.) *Portinscale* (Derwentwater Hotel, see p. 421) the lake is generally hidden by trees. Leaving Portinscale, the road crosses the Derwent, turns to the right, and leads S.E. to (1¼ m.) *Keswick*. Walkers may save ½ m. by a path to the right just beyond the bridge.

Ascents from Keswick. — The ascent of **Skiddaw** (3054 ft.; up and down 4½–6 hrs.; guide 6/, unnecessary; pony 5/) offers a safe and easy day on the fells, but the view from the top hardly vies with those from more centrally situated peaks. We pass under the railway to the right

(E.) of the station and then follow (¼ m.) *Spoony Green Lane*, the second turning on the right (finger-posts), which works round the W. and N. side of *Latrigg* (see below) and ends at a (1¼ m.) gate opening on a road from Applethwaite. There is another gate about 50 yds. to the right (E.) through which we pass on to the open hillside. The track leads to the left along a wall to (¾ m.) a white hut. The next ½ hr. is the steepest part of the route (good retrospects). At the angle of the wall the track bears to the left and becomes nearly level (cairn). We keep a little to the right of the highest part of the *Low Man* (2837 ft.), the S. extremity of the main ridge (view better than from the summit), and pass through (¼ hr.) a fence. We reach the *High Man* or top in less than ½ hr. more. The panorama is very extensive: N. are Solway Firth and the mountains of Dumfries and Kirkcudbright (Criffel, Merrick, etc.); W. are the Irish Sea and the Isle of Man; E. is the desolate tract of dark grouse moor known as *Skiddaw Forest*, bounded on the right by Saddleback. Among the most prominent points in the "turbulent chaos of dark mountains" to the S. are Helvellyn (S.E.), the Scafells, the Borrowdale peaks, and the Coniston Old Man (in the distance). Windermere is not visible, and even Derwentwater is hidden from the actual summit. Bassenthwaite is conspicuous to the W. An alternative and shorter descent leads viâ the *Carl Side* (2400 ft.) and *Millbeck*. — *Latrigg* (1203 ft.; 1½–2 hrs. up and down), the S. 'cub' of Skiddaw, commands a view superior to that from Skiddaw itself. We diverge to the right from the Skiddaw track at a gap in the wire railing, a little short of the gate opening on the Applethwaite road (see above). — **Saddleback** or **Blencathra** (2847 ft.), E. of Skiddaw, is a more difficult and more remunerative climb. From Threlkeld the direct ascent and descent take 3–4 hrs., but the best plan is to proceed to Scales and follow the whole ridge of the mountain from E. to W., with descent to Threlkeld (4–5 hrs. in all) or to Keswick (5–6 hrs.). We may drive to (6 m.) *Scales* or take the train to (3½ m.) *Threlkeld* (p. 401) and walk thence. The route, keeping to the left (S.) of *Scales Tarn*, is fairly obvious. The view of Thirlmere and the Vale of St. John is charming; other features are seen much as from Skiddaw. — **Helvellyn** (p. 417) also ranks practically among the Keswick mountains, though the actual ascent (marked by cairns and whitened stones) begins either at (5½ m.) *Thirlspot* (p. 428; 1¾–2½ hrs.) or at (8 m.) *Wythburn* (p. 429; 1¼–1¾ hr.; pony and guide in either case 10/). (*a*) The pony-track from Thirlspot begins near the King's Head Inn, leads at first N.E., then (¼ hr.) just short of *Fisher Ghyll* sweeps round to the right, and ascends straight (S.E.) towards the summit. After 1¼–1½ hr. more our route is joined on the left by the Kepplecove Tarn track from Ullswater (p. 418). A sharp climb hence brings us to (¼ hr.) the *Low Man* (3033 ft.) and (10 min.) the *High Man* or summit (3118 ft.). (*b*) The well-marked pony track from Wythburn leaves the road opposite the Nag's Head and ascends along the right bank of the *Birkside Ghyll*. After 10–15 min. it bends to the right (away from the beck) but sweeps round to the left again. About halfway up there is a patch of soft ground where the track is a little less clear. 30–35 min. Spring (l.). In 5 min. more we join the Grasmere track (r.; see p. 436), ¼ hr. below the top. View and descent to Patterdale, see pp. 417, 418; descent to Grasmere, see p. 436. — *Great Gable* (p. 424) is often tackled from Keswick by driving to (6 m.) Rosthwaite (where ponies and guides can be obtained), or by using the daily coach to Seatoller (7 m.), or by a special conveyance to Seathwaite (8 m.; comp. p. 426). — Among the lower hills near Keswick *Cat Bells* (1482 ft.; p. 422), *Swinside* (803 ft.; reached viâ Portinscale, p. 422), and the wooded *Dodd Fell* (1612 ft.; p. 422) afford good views.

FROM KESWICK TO THIRLMERE BY THE DRUIDS' CIRCLE AND VALE OF ST. JOHN (10 m. to Wythburn). We leave Keswick by the Penrith road, which runs to the E. on the S. side of the Greta, passing first under and then over the railway. We then quit the main road by the second turning to the right (the old road), pass (1½ m.) a lane on the right, and reach the gate leading to the *Druids' Circle*, consisting of 30 or 40 stones, the tallest nearly 8 ft. high. The old road rejoins the new ½ m. farther on, near the bridge

over *Naddle Beck*. After ⅓ m. we take the narrower road to the right, which crosses the *St. John's Beck* by (1 m.) *Wanthwaite Bridge* and joins (¼ m.) the main road along the pretty **Vale of St. John,** flanked on the left by the *Wanthwaite Crags* and the *Dodds of Helvellyn*. Ahead rises the *Castle Rock* (c. 1000 ft.), familiar from Scott's 'Bridal of Triermain.' At the (2½ m.) fork we keep straight on for (1½ m.) *Thirlspot* and (2½ m.) *Wythburn* (comp. p. 428).

Those who are making the short circular tour, viâ the Dam at the foot of Thirlmere, keep to the right at the above-mentioned fork, cross the Keswick and Windermere road (comp. p. 428), and reach (¾ m.) the Dam (p. 428). Thence they return to (5½ m.) Keswick viâ *Shoulthwaite Bridge* and *Castlerigg* (p. 428).

Motor and horse coaches from Keswick round *Thirlmere*, see p. 421.

*From Keswick to Buttermere viâ Borrowdale and Honister Hause, returning viâ Newlands. This round of 22 m., certainly one of the finest drives in Britain, is made daily by four-horse coaches, starting about 10 a.m. and returning about 6 p.m. (fare 6/, incl. driver's fee). — From Keswick to (4½ m.) *Grange*, at the entrance to Borrowdale, see p. 422. Here we keep straight on, instead of crossing the bridge to the right. *Grange Fell* (1363 ft.), to the left, has been acquired by the National Trust (p. 180). From a slate quarry about ½ m. farther on a track on the left ascends to (5 min.) the *Bowder Stone*, a marvellously balanced mass of metamorphic rock (estimated to weigh c. 2000 tons) fallen from the adjoining cliffs. Its top (26 ft.), reached by a ladder (small fee to cottager), affords an excellent view of ***Borrowdale,** the most beautiful valley in the Lake District, with its level green floor enclosed by picturesque and multi-coloured crag and fell. "A truly secreted spot is this, completely surrounded by the most horrid romantic mountains that are in this world of wonders." Immediately opposite is the wooded *Castle Crag* (900 ft.; view). Farther S., over Rosthwaite, rises Glaramara (see below). Regaining the road, we follow it to (1½ m.) the village of **Rosthwaite** (*Scawfell Hotel, Royal Oak*, both well spoken of), attractively situated on the *Stonethwaite Beck*.

A bridle-path leads N.E. from Rosthwaite to (1¾ m.) *Watendlath* (p. 428), whence we may reach (5 m.) *Keswick* as described at p. 428 (a charming route). — Rosthwaite is the starting-point for the ascent of ***Great Gable** (2949 ft.), the finest in form of all the Lake mountains, either viâ Sty Head Pass (2½–3½ hrs.; guide and pony 12/) or viâ Honister Hause, *Grey Knotts* (2287 ft.), *Brandreth* (2344 ft.), and *Green Gable* (2500 ft.; pony, available to this point, and guide 12/). Owing to the central situation of Great Gable the *View is magnificent. It includes Skiddaw, Helvellyn, the Buttermere peaks, the Scafells, the Pillar, Wast Water, Ennerdale Lake, Crummock Water, and a strip of Windermere. The Isle of Man is visible and sometimes even Snowdon. Great Gable is supposed to have been in Carlyle's mind when he described the mountain-ascent in 'Sartor Resartus' (ii. 6). The descent may be made to Wasdale Head (p. 440), though the route is not too easy to find and dodges among precipices. — *Glaramara* (2560 ft.), ascended in 2–2½ hrs., affords an exquisite view of Borrowdale and Derwentwater.

Sty Head Pass, see p. 427. *Stake Pass*, see p. 434.

About ½ m. beyond Rosthwaite, near the church, the road to Stonethwaite and the Stake Pass (p. 435), dominated by the finely shaped *Eagle Crag*, diverges to the left. Just short of

the (¾ m.) hamlet of *Seatoller* (Mrs. Pepper's Boarding House) the road to Seathwaite and the Sty Head Pass (p. 426) strikes off on the same side. Our route, the steepness of which has been alleviated by the construction of a new road (cycle 4*d*., other vehicles in proportion), ascends to the right to (1½ m.) the top of **Honister Hause** (1190 ft.; rfmt. hut). To the left rises the steep and picturesque *Honister Crag* (1750 ft.), somewhat defaced by its slate quarries. The very rough and abrupt descent soon brings us within sight of Buttermere, ahead of us. To the left rise High Crag, High Stile, and Red Pike; in the middle towers Mellbreak; to the right is Robinson. From (2¼ m.) the farm-house of *Gatesgarth*, at the foot of the pass, famous for its flock of 'Herdwick' sheep, the *Scarf Gap* leads to the left towards Ennerdale (see p. 427). Our road skirts the N. bank of Buttermere to (2 m.) the village of **Buttermere** (*Fish*, a house of old standing; *Buttermere Hotel*). The coach stops here long enough for luncheon and a visit by boat to Scale Force.

Buttermere (329 ft.; 1¼ m. long, ⅓ m. wide, and 94 ft. deep near its S. end) and its N.W. neighbour **Crummock Water** (321 ft.; 2¾ m. long, ¾ m. wide, 144 ft. deep), connected by a stream ¾ m. in length, fill a trough-like valley about 5 m. long and ½–¾ m. wide. On the W. the mountains fall abruptly to the water's edge. At the N.W. corner of Buttermere, opposite the village, are the thread-like cataracts of *Sour Milk Ghyll*, descending from *Bleaberry Tarn*. Both lakes contain pike, trout, and char. — In a small ravine to the S.W. of Crummock Water is ***Scale Force**, a striking waterfall with a sheer leap of at least 120 ft. Most visitors reach it by boat across Crummock Water (return-fare 1/) and a walk of ¾ m. up the glen; but it is possible to go all the way on foot (2¼ m.), crossing the stream connecting the two lakes (path often wet). — The visit to Scale Force may be extended by a not very attractive route to (1¾ m.) *Floutern Tarn* and (2¼ m.) *Ennerdale Water* (comp. p. 426), or it may be combined with an ascent of **Red Pike** (2479 ft.), the best view-point in the Buttermere region. The direct route for the latter (1¼–2 hrs.), however, is up *Ruddy Beck* the stream flowing into the S.W. corner of Crummock Water. The view includes Ennerdale Water (p. 439) and many other lakes and tarns. The descent may be made viâ *Bleaberry Tarn* (see above). A fine ramble may be enjoyed by continuing S. along the ridges to the Scarf Gap path, returning by it to Gatesgarth and Buttermere. — *Fleetwith Pike* (2126 ft.), of which Honister Crag (see above) is part, is likewise ascended from Buttermere (2–2½ hrs.) and affords a fine though limited view. — *Buttermere How* or *Moss* (1725 ft.), E. of the village, easily ascended in 1 hr., is a good point of view. From Buttermere along Crummock Water to (3½ m.) *Scale Hill*, see p. 426; to *Wasdale Head* viâ *Scarf Gap* and *Black Sail Pass*, see p. 427.

The coach returning to Keswick in the afternoon ascends from Buttermere, a little to the N. of E., to (1¼ m.) *Buttermere* or *Newlands Hause* (1096 ft.), between *Robinson* (2417 ft.) on the right and *Whiteless Pike* (2159 ft.) and *Wandhope* (2533 ft.) on the left. Behind the last two hills rises *Grasmoor* (2791 ft.). We then follow the high-lying and somewhat desolate *Keskadale*. At (2½ m.) *Gillbrow* (c. 750 ft.), whence a road on the right leads to (¾ m.) *Newlands Church*, we begin our descent through the comparatively tame valley of **Newlands**.

The name of the *Goldscope Mines* in this valley may possibly be a corruption of *Gottesgab* ('God's gift'), the name used by the German (chiefly Bavarian) miners imported by Queen Elizabeth c. 1566. Some local patronymics trace back to the same source.

¾ m. *Newlands Hotel* (temp.). At the fork we keep to the right, the left branch leading to Braithwaite (see below). ¾ m. *Stair*. Just beyond (½ m.) *Swinside* we join the road round Derwentwater. Hence to (2½ m.) *Keswick*, see p. 422.

From Keswick to Buttermere viâ the Whinlatter Pass, 14 m. This excursion may be combined with *Bassenthwaite* by taking the coach which runs along the W. side of that lake to *Embleton*, returning viâ the *Vale of Lorton* and *Whinlatter Pass* (6/). — The road runs W., passing *Greta Hall* (p. 421) and *Portinscale* (p. 422), to (3 m.) *Braithwaite* (inns; rail. stat., see p. 401) at the entrance to *Coledale*. The road to Bassenthwaite, parallel with the railway, here strikes off to the right. Our road winds up in a steady ascent, passing the *Traveller's Rest*, to (2 m.) the top of the *Whinlatter Pass* (1043 ft.; view), between *Lord's Seat* (r.; 1811 ft.) and *Grisedale Pike* (l.; 2593 ft.). About 2 m. farther on we turn to the left from the road to Cockermouth (p. 401), pass (1½ m.) another *Swinside*, keep to the left again at (1 m.) the next fork, join (1 m.) the road through the *Vale of Lorton*, and follow it to the left. The right branch at the next fork leads to (1 m.) the *Scale Hill Hotel*, ½ m. from the foot of Crummock Water; the left branch passes *Lanthwaite Green* and runs along the E. bank of the lake to (4½ m.) *Buttermere* (p. 425). The Scale Hill Hotel may be made the starting-point of walks viâ *Floutern Tarn* (pron. 'Flootern'; 1250 ft.) to (6 m.) *Angler's Inn* at the foot of *Ennerdale Water* (p. 439), or viâ (1½ m.) *Loweswater* (397 ft.) to (6 m.) *Lamplugh* (5 m. from Angler's Inn; rail. stat., see p. 413).— Yet another fine route from Keswick to Buttermere for good walkers (6 hrs.) is the mountain walk over the summits of *Cat Bells* (p. 422), *Maiden Moor* (p. 422), *Dale Head* (2473 ft.), and *Robinson* (p. 425). The views are magnificent, and the dips between the summits are comparatively slight. At places the going is stony and the ridges are narrow but there is nothing sensational. The bogs can (even in wet weather) be avoided by keeping strictly to the watershed.

From Keswick to Wasdale Head viâ the Sty Head Pass (14 m.). Driving is practicable to Seathwaite, whence the walk to Wasdale Head takes 1¾–2⅔ hrs. Pony and guide from Rosthwaite, 15/. — From Keswick to (7½ m.) *Seatoller*, see pp. 424, 425. Here we pass through a gate and keep straight on, up the central valley, first on the left and then on the right bank of the *Derwent*.

A gate on the right, just short of the bridge, leads to what remains of the *Borrowdale Yews*, the 'fraternal four' of Wordsworth. The girth of the largest was 22 ft. We may follow up the same path, past the old black-lead mine (comp. p. 421), and rejoin the main route by crossing a foot-bridge to Seathwaite.

Seathwaite, 1½ m. from Seatoller, has a rainfall of 130 in. per annum (average of 50 years; at the Sty, p. 427, the average is 170 in.). Here the lane gives place to a footpath, ascending on the right bank of the stream and soon crossing a tributary beck. To the right rises *Base Brown* (2120 ft.), to the left *Glaramara* (p. 424). The imposing mountain generally visible ahead of us is *Great End* (p. 441). At (½ m.) *Stockley Bridge* the path crosses the *Grain Ghyll* and turns to the right (the path straight on ascending along Grain Ghyll and providing a short but uninteresting cut to Esk Hause, p. 435, and Scafell Pike, p. 440). Beyond (¼ m.) *Taylor Ghyll Force* (r.; fine retrospect of Borrowdale and Derwentwater) we keep to the left, cross the (½ m.) *Sty Head* beck, and reach (¼ m.) the *Sty Head Tarn* (1430 ft.), a sombre little lake in the heart of some of the wildest scenery England has to offer. Ahead of us (from left to right) are *Great End* (p. 441) *Scafell Pike* (p. 440), and *Lingmell*

(p. 441); to the right are *Great Gable* (p. 424) and *Green Gable* (p. 424), with the depression known as *Aaron Slack* between them. Just beyond the tarn the track leading viâ *Sprinkling Tarn* (1960 ft.) and *Esk Hause* (p. 435) to Langdale (p. 434) diverges to the left. Our path next reaches (¼ m.) the top of **Sty Head Pass** (1600 ft.; cairn), whence we obtain a view of Wasdale, though Wast Water is at first hidden by Lingmell. The descending track (steep and stony) leads to the right, S. of Great Gable. *Burnthwaite Farm*, the first house in Wasdale, is 1¾ m. below the head of the pass. Hence a cart-lane (l.) leads to (½ m.) the church and a field-path (r.) to (⅔ m.) the Wastwater Hotel at *Wasdale Head* (p. 440).

From Keswick to Wasdale Head viâ Scarf Gap and Black Sail Pass (19 m.). We may drive to Gatesgarth, whence the walk to Wasdale takes 3–3¾ hrs. From Keswick to (11 m.) *Gatesgarth* via Honister Hause, see pp. 424, 425; viâ Newlands, see pp. 426, 425. At Gatesgarth the Scarf Gap track passes through a gate (S. side of road) and crosses a few fields towards the N. end of a plantation, where a foot-path gives access to the open fell. Hence the path slants steeply towards the S. After crossing (½ m.) another beck it trends to the left and then mounts straight on to (½ hr.) the top of **Scarf Gap** (1400 ft.), the saddle between *Haystacks* (l.; 1750 ft.) and *High Crag* (r.; 2443 ft.). Retrospect of Buttermere. As we begin the rough descent we have *Kirk Fell* (2631 ft.) in front of us, with *Great Gable* (p. 424) on its left and *Pillar Fell* (2927 ft.) on its right. On the N. or Ennerdale slope of the last is the famous *Pillar Rock*, a mighty pile of precipices, the profile of which explains its great repute among cragsmen. The Rock is no place for the inexperienced. On reaching (¼ hr.) the green floor of *Ennerdale* (comp. p. 439) the bridle-path turns to the left along the right bank of the *Liza*; it then (½ m.) crosses the stream (finger-post) and ascends, between two becks, to (½–¾ hr.) **Black Sail Pass** (c. 1800 ft.), flanked by Kirk Fell (l.) and Pillar (r.). [Note that we keep to the *right* of Kirk Fell.] The *View here is one of great and somewhat savage grandeur. Behind us (from left to right) are High Crag (with Grasmoor in the distance), Haystacks (with Fleetwith Pike peering over it), Brandreth, and Great Gable. In front of us lies *Mosedale*, with another *Red Pike* (2707 ft.; comp. p. 425) to the right and *Yewbarrow* (2058 ft.) to the left. Our path winds down along a beck, trending to the left after c. ¾ m. and revealing a sudden and imposing *View of Scafell (p. 441). The Wast-water Hotel at *Wasdale Head* (p. 440) soon comes into sight, and our path descends to it (c. 1½ m.) along the left bank of the *Mosedale Beck*.

The Motor Route from Keswick to Wasdale (to Strands 36 m., to Wasdale Head 42 m.) makes a long detour viâ the *Whinlatter Pass*, *Scale Hill*, *Lamplugh*, *Egremont*, *Calder Bridge*, and *Gosforth*. From Keswick to (20 m.) *Lamplugh*, see p. 426. The road then runs S. to (3 m.) *Ennerdale Bridge* (p. 439). [We may here save 2 m. by the direct but hilly road to (7 m.) Calder Bridge.] For (5 m.) *Egremont* (p. 413) we diverge to the right (S.W.). Hence to (4 m.) *Calder Bridge*, (2½ m.) *Gosforth*, (4 m.) *Strands*, and (6 m.) *Wasdale Head*, see pp. 413, 440.

Bassenthwaite Water (223 ft.; 4 m. long, ¾ m. wide) may be reached from Keswick either by railway to (7½ m.) *Bassenthwaite Lake Station* (p. 401) or by road. Coach round the lake, see p. 421. The chief feature of the rather tame scenery is the *Barf* (1536 ft.), on the W. shore, with the crag known as the 'Bishop of Barf' (generally painted white). The view of *Skiddaw* (p. 422) is imposing. The best way to see the lake is by boat from the Pheasant Hotel.

The walk from Keswick to *Watendlath* (5 m. due S.) affords delightful views. We diverge to the left from the Borrowdale road, a little short of (2 m.) *Barrow House* (p. 422; guide-post). After ½ m. we cross the *Barrow Beck* by the *Ashness Bridge* (*View). Thence we ascend through wood, most of the way skirting the *Watendlath Beck*. *Watendlath* lies on a small tarn (847 ft.). Just N. of the hamlet is the *Churn* or *Devil's Punchbowl*. The walk may be extended by following the pony-track (S.W.) to (2 m.) *Rosthwaite*, and returning thence to (6 m.) Keswick by road (comp. p. 424). Or we may go on from Watendlath to (1½ hr.) *Thirlmere* and thence to (6½ m.) *Grasmere* by the route indicated below.

From Keswick to *Dungeon Ghyll* and *Ambleside*, see p. 434; to *Patterdale*, see p. 419.

From Keswick to Grasmere, Ambleside, and Windermere, 21 m., several coaches daily in summer (motor in 2½ hrs., horse in 4 hrs.; fare 6/6, return 9/6, to Grasmere 4/, to Ambleside 5/). Some of the coaches go on to (1½ m.) *Bowness* (3*d*. extra). This is an excellent route for motorists and cyclists.

We leave Keswick by the road running S.E. from the town-hall and ascending to (1¼ m.) the top of *Castlerigg* (c. 700 ft.), which affords a fine retrospect of Keswick, Derwentwater, Bassenthwaite, and Skiddaw. [Coaches and motors follow the Penrith road for the first mile or so, joining the Thirlmere road at the Old Toll Gate.] The route is now relatively dull until after we cross the *Naddle Beck* by the *Shoulthwaite Bridge* (c. 3¼ m. from Keswick). Helvellyn ('Low Man') comes into sight in front. About ¾ m. farther on the road forks.

Some of the coaches here diverge to the right and follow the road along the W. bank of Thirlmere (better views), constructed by the Manchester Corporation (comp. below). The chief points are *Ravencrag* (1400 ft.), rising opposite the Great Dam; *Fisher Crag*, 2½ m. farther on; *Launchy Ghyll* (½ m.), with its perched boulder, waterfalls, and carpet of stag's horn moss; and *Bull Crag* (200 ft.), with the 'New Nick' at its foot (½ m.). The road rejoins the main road about ½ m. to the S. of *Wythburn* (p. 429). From Thirlmere a rough track leads across *Armboth Fell* (1588 ft.) to (1¼ hr.) *Watendlath* (comp. above).

The road to the left at the above-mentioned fork crosses the *St. John's Beck* at (½ m.) *Smeathwaite Bridge*, just beyond which the road through the Vale of St. John (p. 424) diverges on the left. On the same side rises the *Castle Rock* (p. 424). To the right the wooded *Great Howe* (1092 ft.) cuts off the view of the foot of Thirlmere. Opposite diverges the path to the *Sticks Pass* (p. 419). Just beyond (1 m.) **Thirlspot** (pron. 'Thrispot'; King's Head Inn) we are in full view of **Thirlmere** (569 ft.), a narrow sheet of water about 4 m. long. The *Armboth Fells*, on the W. bank, are picturesque.

Thirlmere now belongs to the Corporation of Manchester and is the chief source of the water supply of that city (aqueduct nearly 100 m. long). Its level has been artificially raised 50 ft. by a large dam at its foot, but this has rather improved its appearance than otherwise. The

dam, which is 260 yds. long and 100 ft. high, is traversed by a road connecting the roads on the E. and W. banks.

Ascent of *Helvellyn* from Thirlspot, see p. 423.

The road skirts the W. base of Helvellyn. 2½ m. *Wythburn* (Nag's Head), ¼ m. from the head (S. end) of Thirlmere. Ascent of Helvellyn from this point, see p. 423. From Wythburn the road ascends nearly due S. to (1¼ m.) the top of *Dunmail Raise* (783 ft. ; retrospect of Thirlmere), the dip between *Seat Sandal* (l.; p. 418) and *Steel Fell* (r. ; 1811 ft.). The wall here divides *Westmorland* from *Cumberland*, and the cairn to the right is said to mark the grave of Dunmail, last king of Cumbria, whose defeat here in 945 made Cumberland a dependency of Scotland for over a century. As we begin the long descent on the other side of the pass we enjoy a good view of the vale and lake of Grasmere, with Helm Crag conspicuous to the W. (r.). To the right runs the *Rothay*. A gate on the left opens on the path to Grisedale Pass and the top of Helvellyn (comp. p. 419). At (2¾ m.) the foot of the pass is the *Swan Hotel*, where the road to (½ m.) Grasmere village diverges to the right from the road to the lake and Ambleside.

Grasmere (12½ m. from Keswick), with its lake and environs, is described at p. 435. The Ambleside road runs straight on from the Swan Hotel to (1 m.) the *Prince of Wales Hotel* (p. 435) and skirts the E. bank of Grasmere, with a fine retrospect of the vale of Grasmere, backed (right to left) by Great Rigg, Seat Sandal, Steel Fell, and Helm Crag.

The old road to Rydal, diverging to the left short of the Prince of Wales Hotel, passes *Dove Cottage* (p. 436) and *White Moss*, whence walkers should follow the path (l.) along the S.W. slope of *Nab Scar* (p. 433), finally descending into Rydal by the steep road passing Rydal Mount (see below).

Near (¾ m.) the end of the lake we sweep to the left round a wooded elevation and come in sight of (½ m.) *Rydal Water* (181 ft.), a charming lakelet, ¾ m. long and ¼ m. across (no boats available). It connects with Grasmere and Windermere by the river Rothay. The road skirts its N. bank, passing (l.) *Nab Cottage*, where De Quincey lived in 1816 and Hartley Coleridge from 1840 till his death in 1849. On the opposite bank rises *Loughrigg Terrace* (p. 434). — 1 m. **Rydal,** a small knot of houses near the E. end of Rydal Water, was the home of Wordsworth from 1813 till his death in 1850.

Wordsworth's house, *Rydal Mount*, the second house reached in ascending the wooded hill at the back of the church, is not shown, but visitors are admitted to the garden. To visit the (rather negligible) *Rydal Falls* we must obtain a guide at the central of three cottages immediately above (l.) the entrance (r.) to *Rydal Hall*, a seat of the Le Flemings (p. 437), in the grounds of which they are. The upper fall is ¾ m. from the road.

From Rydal the coach-road to Ambleside runs S.W., keeping to the left at the fork just clear of the houses.

The preferable branch to the right crosses the *Rothay* (gate on the bridge usually open) and follows its right bank to (2 m.) the head of Windermere. To the left, at the foot of Loughrigg Fell, are *Fox Ghyll* and *Fox Howe*, the homes of W. E. Forster (1818–86), the statesman, and Dr. Thomas Arnold (1795–1842) of Rugby.

The coach-road skirts the woods of *Rydal Hall* (p. 429) and passes the mouth (l.) of the glen of the *Scandale Beck*. To the right, behind a disused chapel (now a technical school), is the *Knoll*, once the residence of Harriet Martineau (1802–76). We then cross the *Stock Beck* and enter—

1¼ m. **Ambleside** (see p. 433). In the height of summer the traffic on the next section of the road is very great. The houses of Ambleside extend practically all the way to (¾ m.) *Waterhead*, at the N. end of Windermere, where passengers may exchange the coach for the steamer (comp. p. 431). We then skirt the E. bank of this lake (views). To the left, on the slope of *Wansfell*, is *Dove Nest*, for a time the home of Mrs. Hemans (1793–1835). 1 m. *Low Wood Hotel* (p. 431; with pier). *View of the fells, from the Old Man (l.) to the Langdale Pikes (r.). To the left, ¼ m. farther on, is a road leading to the long and picturesque village of (2½ m.) *Troutbeck* (Mortal Man, pens. 10/; Queen's Head; comp. p. 420). — Our road now turns somewhat away from the lake. At (1¾ m.) *Troutbeck Bridge* (Sun) our route is joined on the left by that from Troutbeck. To the right stands *Calgarth Hall* (p. 431). About ½ m. farther on we cross a road leading left to Patterdale by the Kirkstone Pass (comp. p. 420) and right to Bowness. Our road runs S.E., passing the grounds of *Elleray* (p. 432), to (¾ m.) *Windermere Station*. For **Windermere** and the surrounding country, see p. 431.

C. WINDERMERE, AMBLESIDE, AND GRASMERE SECTION.

Windermere, if not necessarily the best, is undoubtedly the most popular starting-point for a visit to the Lake District. It is usually approached either from *Oxenholme* (p. 399) or *Carnforth* (Rte. 53). Comp. remarks at p. 414. Passengers arriving at *Lake Side* (see below) make close connection with the steamer on Windermere.

Windermere, or *Winandermere* ('lake of Windar' or 'winding lake'; 130 ft. above the sea), the largest of England's lakes, is 10½ m. long and so narrow (¼–1¼ m.) as almost to resemble a river. Its greatest depth is 220 ft. It drains, through the *Leven* (p. 411), into Morecambe Bay. Its banks are beautifully wooded and of moderate elevation, except at its head, which is enclosed by a circle of high and imposing fells. The E. bank is lined by villages and villas, and there are many single houses on the W. bank. At its S. end lies **Lake Side** (*Rfmts.*; *Lakeside New Hotel*, R. from 5/, D. 5/), the terminus of a branch-railway from Ulverston (see p. 412). Fine view-points in the vicinity are *Finsthwaite Tower* (605 ft.; ¾ m. S.W.) and *Gummer's How* (1054 ft.; 1 m. N.E., across the lake).

Steamer on Windermere: from Lake Side to *Bowness* in ¾ hr (1/6, 1/), to *Waterhead* in 1¼ hr. (2/6, 1/6), up and down the lake in 2¼ hrs. (3', 2/6). — The pier adjoins the rail. station. To the right is the *Hill of Oaks*, with its hydroplane station and school, and, on the same side, farther on, rises *Gummer's How* (see above). Fine mountain view at the head of the lake. To the left, about 1¼ m. farther on, is *Graythwaite New Hall*, once the residence of Sir Henry Roscoe (1833-1915), the chemist. Beyond *Rawlinson Nab* (l.) the steamer calls at (4¼ m.)

LAKE DISTRICT
CENTRAL SECTION
0 1 2 Miles
0 1 2 3 Kilometres
Copyright

ULLSWATER
Martindale Common
Bampton Common
Wythburn Fells
Grisedale Forest
Helvellyn
Fairfield
Rydal Fell
Grasmere
Langdale Fell
AMBLESIDE
Windermere
Kentmere
Shap Fells
Hawes Water
Bampton
Shap
Great Dodd
Clough Head
Watson's Dodd
Stybarrow Dodd
Raise
Whelp Side
Dollywaggon Pike
Nethermost Pike
Dove Crag
Hart Crag
High Hartsop Dodd
Middle Dodd
Red Screes
Caudale Moor
Stony Cove
Thornthwaite Crag
Harter Fell
Froswick
Ill Bell
Yoke
Rainsborrow Crag
Kentmere Reservoir
Kentmere Fell
Tongue Ho.
Shipman Knotts
Apple Howaite Common
Saletarn Knotts
Sadgill
Overend
Hollowbank
Brockstones
Stile End
Nook Ho.
Sallows
Kentmere Park
Green Quarter
Skeggles Water
Wads Howe
Long Houses
Sleddale Forest
Hallin Fell
Bank Ho.
Howtown Hotel
Swarth Fell
Beckfoot
Low Knipe
High Knipe
In Scar
Woodfoot
Butterwick
Thrimby Grange
Lit. Strickland
Out Scar
Scarside
Gunnerkeld
Shap Common
Wintertarn
Heydale
Rosgill Hall
Rosgill Moor
Shap Abbey
Keld
Tailbert
Thornship
Kemplow
Ralfland Forest
Shaphow
Shap Summit
Granite Wks.
Beckside
Low Fell
Shap Wells Hotel
Wasdale Pike
Wasdale Head
Birkbeck Fells Common
Gargill
Scale Hower
Orrelebank
Parrack
Brethardale Head
Borrowdale Head
Borrowdale Ed.
Mellowgate
Mayburgh
Swindale Head
Mardale Common
Mardale Green
Selside Pike
Seat Robert
Howes
Mosedale
Mosedale Cottage
Uthwaite Rigg
Small Water
Nan Bield Pass
Gate Scarth Pass
Adam Seat
The Knowe
Harter Fell
Thornthwaite Crag
Bleaberry Fell
The Benn
Shoulthwaite
Low Bridgend
Fornside
High Mill Gill
Hart Side
Brown Hills
Glencoyne Park
Glencoyne Dale
Glencoyne House
Sandwick
Hallin Fell
Pier
Ch.
Cot
The Dod
Standing Stone
Swarth Fell
Brown Beck
Coldhead
Dalefoot
Carnullan
Scrogs Hall
Hows Beck
Staingarth
Crag Top
Loadpot Hill
Hart Hill
Cawdale Beck
Drybarrows
Eastward
Wormhow
Thornthwaite Hall
Howes Water
Measand Beck
Colby
Standing Stones
Granite Quarry
Naddle Forest
Swindale Foot
Hare Shaw
Mullender
Swindale Beck
Flakehow
Rigg Head
Rough Crag
High Street
Rampsgill Head
Kidsty Pike
Hayes Water
Rest Dodd
The Knott
Angle Tarn
Brock Crags
Low Hartsop
Hartsop above How
Hartsop Hall
Brothers Water
Caudale Beck
Deepdale Beck
Deepdale Common
Deepdale Hall
Wallend
Grasmoor End
Grasmoor
Whiteless Pike
Wandope
Eel Crag
Sail
Crag Hill
Scar Crags
Causey Pike
Outerside
Barrow
Grisedale Pike
Hobcarton Crag
Hobcarton End
Sand Hill
Coledale Hause
Force Crag
Rowling End
Sleet How
Stile End
Braithwaite
Coledale Hall
Scar Crags
Eel Crag
Crag Hill
Sail
Wandope
Whiteless Pike
Grasmoor End
Lad Hows
Hopegill Head
Whin Rig

Storrs Point (Grand Hotel), the scene of a regatta held in 1825 in honour of Sir Walter Scott's 54th birthday and witnessed by Wordsworth, Wilson, Canning, and Southey. The steamer now steers diagonally across the lake, passing the island of *Ramp Holme*, and calls at (5¼ m.) the *Ferry Hotel*, situated on a point jutting out into the lake to within ¼ m. of the *Nab*, on the opposite (r.) bank (ferry, see p. 432). Our course next lies to the N.W., between the wood-clad *Belle Isle* (⅔ m. long) and the E. bank. 6¼ m. *Bowness*, also the pier for *Windermere*, see below.

Passing the N. end of Belle Isle and clearing the islets, we emerge on the open water of the beautiful upper reach of Windermere. The mountains at the head of the lake now assume their full value. Immediately in front is Fairfield, with a peep of Helvellyn over its W. (l.) shoulder; far to the left of it are the Langdale Pikes, Bow Fell, and the Scafell Range, looking astonishingly Alp-like in spite of their moderate elevation; to the right are Red Screes, High Street, and Ill Bell. — To the W. are Coniston Old Man and Wetherlam. To the right opens *Troutbeck Glen*; then comes the square yellow mansion of *Calgarth Hall*, once the home of the tree-planting Bishop Watson of Llandaff (1737–1816; now used for disabled soldiers). To the left, a little farther on, is *Wray Castle*, a modern building with tower and battlements. 9¾ m. *Low Wood Hotel* (p. 430), on the E. bank, with *Dove Nest* (p. 430) above it. Bow Fell and Scafell Pike are seen to the left of the Langdales, with the distant Great Gable rising over the top of Esk Hause. To the left opens *Pull Wyke Bay*. — 10¾ m. *Waterhead* (p. 430; Waterhead Hotel; County Hotel, temp.) is ¾ m. from Ambleside (p. 433; omn. 3*d.*) and 5 m. from *Grasmere* (p. 435; omn. 1/). The coaches (see below) connect with the steamer. Opposite Waterhead, to the N.W., the *Brathay* (p. 433) enters the lake just after receiving the waters of the *Rothay*.

WINDERMERE (400–500 ft.; *Rigg's Windermere Hotel*, with fine view, R. from 4/6, D. 4/6), the terminus of a branch-railway from Oxenholme (see p. 399), lies amid woods on the W. slope of Orrest Head (p. 432), about 300 ft. above the lake and ¾ m. from it by the direct footpath to *Millerground Landing*. It practically forms one village with the older Bowness, 1½ m. S. (omn. 6*d.*), and both offer equally good headquarters for excursions in the S. part of the Lake District.

Bowness-on-Windermere (135–340 ft.; 2877 inhabitants) is situated in a picturesque bay on the E. side of Windermere and is the chief place on the lake.

Hotels. Old England, on the lake; Rigg's Belsfield, with fine grounds and views of the lake; Rigg's Crown, to the N.E. of the last; Royal, an old family hotel in the village; Feirn's Stag's Head, unpretentiously good. — Low Wood, Ferry, Grand (Storrs), see above. — Windermere Hydropathic, on Biskey How. — *Furnished Lodgings* easily obtainable.

Coaches run daily in summer from Bowness and Windermere to *Ambleside* (5 m.; 1/6, return 2/6), *Grasmere* (9 m.; 2/6, 3/6), and *Keswick* (21 m.; 6/6, 9/9; comp. p. 428); to *Patterdale* & *Ullswater*; 7/, 14/; comp. p. 420); to (10 m.) *Coniston* via the ferry (6/, 12/; comp. p. 432); round the *Langdales* (6/; comp. p. 433). — Public Motor Cars run to *Ambleside*, *Grasmere*, and *Keswick* (similar fares). — Hotel Omnibuses from Bowness, the Ferry, Low Wood, and Storrs Point. Hotels meet the trains at Windermere (6*d.*).

Steamers ply on the lake several times during the day (comp. p. 430). — Motor Boats make trips in the season (fares from 6*d.*).

Boats on the lake 1/ per hour, 5/ per day (half as much again with man), obtainable at Millerground Landing or Bowness. — Private Motor Boats for hire. — Yacht-racing *Regattas* (Royal Windermere Yacht Club) frequent in the season. — *Bathing Place* at Millerground (3*d.*).

Hydroplanes before the War made tours over the lake (fares from 42/); hangar in Bowness Bay, to the left of the pier.

About 100 yds. from the pier is the *Church of St. Martin*

(the parish church of Windermere), believed to date mainly from the 15th century. The E. window is made up of old stained glass mostly from Cartmel Priory (p. 411 ; earliest fragments from the middle of the 13th cent.). At the E. end of the S. aisle is a memorial to Bishop Watson (p. 431), by Flaxman. Near the middle of the village is a cottage with show-rooms for the sale of hand-loom textile fabrics.

The best general view of the lake is obtained from ***Orrest Head** (784 ft.), just to the N. of Windermere. On leaving the station-yard we cross the main road beside a fountain and pass through the second gate on the right, at the foot of the drive to Rigg's Hotel. The track (direction-posts) ascends through the woods of Elleray to (10 min.) the *Woodman's Cottage* and (10 min.) the summit (mountain-indicator). The lake is visible practically from end to end. On the W., nearly straight across the lake, is the Coniston Old Man. To the right (N.) of this come Wetherlam, then (beyond the dip of Wrynose Pass) Crinkle Crags, Pike o' Blisco, Scafell, Scafell Pike (14 m. distant), Bow Fell, Great Gable, the prominent Langdale Pikes (over the N.W. angle of the lake), the wooded Loughrigg Fell (in front, between the Brathay and Rothay), Fairfield, Wansfell Pike (with Troutbeck at its foot), Red Screes (almost due N.), the long ridge of Caudale Moor, High Street, and the pyramidal Ill Bell. Helvellyn is not visible. The hills on the E. extend hence to Ingleborough in Yorkshire (S.E.). To the S. we see Morecambe Bay. Keeping to the right in descending, we pass *Elleray*, for forty years the country home of John Wilson (' Christopher North ' ; 1785–1854), and reach the Troutbeck road, leading back (l.) to (1 m.) Windermere. From a cross-roads on the way we may follow the ' Low Road ' towards Bowness. Just to the S. of the fork the road reaches *Miller Brow* (260 ft.), another excellent point of view. Yet another is *Queen Adelaide's Hill* (259 ft. ; flagstaff), on the W. side of the road, ¼ m. nearer Bowness (now owned by the National Trust, p. 180). Hence to Bowness, 1 m. — *Biskey How* (300 ft.), just E. of Bowness, affords a good view. A little to the S. rises *Brant Fell* (629 ft.). — A drive may be taken from Bowness viâ the ferry and down the W. bank of the lake to (6 m.) *Lake Side* (p. 430) and (7 m.) *Newby Bridge* (Swan ; rail. stat., see p. 412). The return may be made up the E. bank to (8 m.) Bowness (good views).

From Bowness to Coniston viâ Hawkshead, 10 m. (coach, see p. 431). We leave Bowness by the ' Low Road,' which runs S. to (1 m.) the *Ferry Nab* (footpath shorter), and cross the ferry (½ m. ; 2*d*., cyclist 4*d*., carr. or motor-car 1/–3/6). From the *Ferry Hotel* (p. 431) on the opposite point the road ascends, skirting the *Claife Heights*, to (1½ m.) *Far Sawrey* (Sawrey Hotel, pens. 8/) and (½ m.) *Near Sawrey*. It then descends (N.E.), skirts the E. side of (½ m.) *Esthwaite Water* (1½ m. long and ¼–½ m. wide), and turns to the left beyond the pool known as the *Priest's Pot*. A bend to the right brings us to (1¾ m.) *Hawkshead* (Red Lion), a quaint little town (627 inhab.), with a grammar-school founded by Abp. Sandys, a native of the place, in 1585. Wordsworth was a pupil here from 1778 to 1783 and carved his name on one of the oaken desks. The interesting church is mainly an Elizabethan structure, with possible traces of Norman work. — At *Hawkshead Hall*, ½ m. beyond Hawkshead, our road diverges to the left from that running N. to Ambleside. At (1¼ m.) *High Cross* (600 ft.) we reach the highest point of the route and are joined by another road from Ambleside (comp. p. 435). As we descend we have the *Yewdale Crag* (p. 438), backed by the Old Man and Wetherlam, on our right. We keep to the right at the next fork. At the N. end of the lake

we turn to the right. 1¾ m. *Waterhead Hotel* (p. 437), not to be confounded with the hotel near Ambleside (p. 431). — ¾ m. **Coniston,** see p. 437.

Other ways of reaching Coniston from Windermere are round the head of Windermere (a drive of 13 m.) or viâ *Belle Grange* (boat from Millerground Landing), *High Wray*, and *Tarn Hows* (a walk of 3–4 hrs., with good views).

From Windermere to *Ambleside*, *Grasmere*, and *Keswick*, see p. 428; to *Patterdale* (*Ullswater*), see p. 420; to *Mardale Green* (*Hawes Water*), see p. 419; to *Oxenholme*, see p. 399.

AMBLESIDE, a prosperous little town (2553 inhab.), is pleasantly situated in the vale of the *Rothay*, ¾ m. from Lake Windermere (not visible) and at the foot of *Wansfell Pike*.

Hotels. Queen's; Salutation; White Lion, R. from 4/, D. 4/6; Royal Oak, plain but comfortable; Garside's Private Hotel. — Hotels at Waterhead, see p. 431. — *Lodgings* plentiful.

Coaches to *Windermere*, *Grasmere*, *Thirlmere*, and *Keswick*, see pp. 428, 431. — Public Motor Cars at frequent intervals to *Windermere* (35 min.), *Grasmere* (20 min.), *Keswick* (1½ hr.), etc. — Chars-à-bancs make round trips to *Coniston* (5/), the *Langdales* (4/), *Patterdale* (5/), *Thirlmere* (5/), etc. — A favourite circular tour by coach, train, and steamer includes Coniston, Furness Abbey (p. 412), and Windermere.

Steamers (pier at Waterhead, ¾ m. from the town) to Bowness and Lake Side, see p. 430. — Boats for hire at Waterhead (charges as at p. 431).

The modern church of *St. Mary*, by Sir G. G. Scott, with a memorial window to Wordsworth, is rather incongruous with the place (rush-bearing festival on the last Sat. in July). Ambleside affords excellent headquarters for excursions.

A lane behind the Salutation Hotel ascends to (½ m.) the picturesque *Stock Ghyll Force*, a fall of about 70 ft. (adm. 3*d*.). — Near Waterhead (p. 431) is the *Borrans Field* (owned by the National Trust; p. 180), with traces of a Roman camp. — *Jenkin Crag*, 1½ m. S. of Ambleside, affords an admirable view of Windermere. — *Rydal Falls* and *Rydal Mount*, see p. 429. — Other good points for short walks (e.g. *Loughrigg Terrace*, *Troutbeck*, *Colwith Force*, and *Skelwith Force*) are mentioned in the longer routes described below.

Ascents. *Loughrigg Fell (1101 ft.; views), S. of Grasmere and Rydal Water, may be ascended direct from the *Miller Bridge*, near St. Mary's Church, viâ *Brow Head Farm*, in less than 1 hr. A slightly longer but easier route is by the path beginning at *Clappersgate* (1 m. S.W.) and ascending through a gate (r.) opposite the point where the two alternative routes to Coniston diverge (see p. 435). The descent (steepish) may be made to Loughrigg Terrace (p. 434) and Grasmere. — From a gate (right; finger-post) about ½ m. beyond the entrance to Stock Ghyll (or 120 yds. beyond the turnstile at the top of the ghyll) a distinctly marked path leads to the summit of *Wansfell Pike* (1597 ft. view), E. of Ambleside (¾–1 hr.). The descent may be made by marked path on the S.E. slope to (1¼ hr.) *Troutbeck* (p. 430). — *Nab Scar* (c. 1000 ft.), the S. buttress of Fairfield, is ascended viâ Rydal in 1¼ hr. We follow the road passing Rydal Mount (p. 429), take a path to the left between walls, and (¼ hr. from the road) reach the open fell by a stepped stile. From Nab Scar we may follow the ridge N. to (1–1½ hr.) the summit of *Fairfield* (p. 436), but this fell is better ascended from Grasmere. — *Langdale Pikes*, see p. 434.

Tour of the Langdales, 19¼ m., coach daily in 6 hrs. (4/). A midday halt is made at *Dungeon Ghyll* (p. 434). — The road leads S.W., crossing (½ m.) *Rothay Bridge* and skirting the S. base of Loughrigg Fell. At (¼ m.) *Clappersgate* the Hawkshead and Coniston road crosses the bridge to the left (p. 435). We however follow the left bank of the *Brathay* more or less closely to (2 m.) *Skelwith Bridge* (Hotel, small). [About 300 yds. upstream is *Skelwith Force*.] We cross the bridge, turn to the right, and about 1 m. farther on, just beyond the top of the hill, diverge to the right from the main Coniston road. We descend rapidly to *Colwith Bridge*, at the fork just beyond which a halt is

usually made for a visit to *Colwith Force* (key at a cottage; 3*d*.). We follow the left branch at the fork, ascending through the valley of **Little Langdale**, separated from Great Langdale to the N. by *Lingmoor Fell* (r.; c. 1500 ft.). 1 m. *Little Langdale*, a village with a small inn and some cottage spinning and weaving. Beyond *Little Langdale Tarn*, near *Fell Foot* (p. 438), our road (rough, but available for motor-cars) turns to the right (N.) and begins to cross the W. slope of Lingmoor toward Great Langdale. A sudden and striking view of the Langdale Pikes opens out in front. On the left lies *Blea Tarn* (612 ft.). 2½ m. (from Little Langdale) *Blea Tarn Farm* is still "the one abode, no more" of the scene as it was when occupied by the 'Solitary' of Wordsworth's 'Excursion.' The abrupt descent from the top of the pass (c. 770 ft.) a little farther on passes *Wall End Farm* and soon brings us into sight of (1½ m.) the *Old Dungeon Ghyll Hotel*, at the foot of the Langdale Pikes. ¾ m. *Millbeck*, with the *New Dungeon Ghyll Hotel*.

**Dungeon Ghyll Force*, 1 m. from the Old Hotel and ½ m. from the New Hotel, has a vertical descent of 65 ft. and is framed by the perpendicular walls of a picturesque gorge. Above the fall a natural bridge is formed by two rocks wedged in the narrow ravine. — Ascents from Dungeon Ghyll, see below.

In returning from Dungeon Ghyll our route runs at first to the E. through ***Great Langdale**, a verdant valley N. of Lingmoor Fell. Its beck drains into Elter Water and the Brathay. Fine retrospects of the Pikes. Just short of (2 m.) *Chapel Stile* (White Lion, small), where the fells are defaced by slate-quarries, the road forks, the coach keeping to the left. [The branch to the right, leading direct to (5½ m.) Ambleside, passes the village of *Elterwater* and rejoins the outward route beyond (2½ m.) *Skelwith Bridge* (p. 433). A new, finer, and slightly shorter road diverges to the right ½ m. beyond Elterwater village, and reaches Skelwith Bridge viâ the lake of *Elter Water* (187 ft.).] The coach-road leads from the fork past *Langdale Parish Church* and reaches (1½ m.) *High Close* (523 ft.; view), the top of the depression between Loughrigg Fell and Silver How. [A footpath on the left, a little short of the summit, shortens the route to Grasmere by ½ m.] As the coach descends the steep hill of *Red Bank*, we enjoy an admirable *View of Grasmere. [A still finer view is obtained from *Loughrigg Terrace* (308 ft.), reached by a path to the right.] The coach-road skirts the S.W. margin of Grasmere to (1½ m.) *Grasmere Village*. Hence to (4 m.) *Ambleside*, see p. 429.

Ascents from Dungeon Ghyll. The ascent of the **Langdale Pikes** (*Harrison Stickle* 2401 ft., *Pike o' Stickle* 2323 ft.), which requires 3–4½ hrs. (pony and guide 12/), hardly fulfils the promise made by the striking outline of the Pikes, as the view from the top is much limited by the higher fells around it. The best ascent is by the winding bridle-path to the left of Dungeon Ghyll. The two peaks are separated by a gully, and climbers are advised to make the detour round the crag to the left (whether they actually climb to the top of Pike o' Stickle or not) and approach the summit of Harrison Stickle from the N.W. The view includes Skiddaw, Bow Fell, Langdale, and Windermere. The descent may be made round *Stickle Tarn* (1540 ft.), viâ *Pavey Ark* (on the N. bank) and *Mill Ghyll*. An alternative descent to (2 hrs.) Grasmere leads N. from the tarn to the top of the ridge facing us and thence down to the right of *Codale Tarn* and *Easedale Tarn* (p. 436). — **Bow Fell** (2960 ft.) may be ascended from the Old Dungeon Ghyll Hotel in 2–2½ hrs. viâ *Stool End Farm* and the shoulder known as the *Band* (pony and guide 14/). The attractive view includes Skiddaw, the Scafell range, the Langdale Pikes, Windermere, Esthwaite, Devoke Water (S.W.), and the Solway Firth.

From Ambleside to Keswick viâ Dungeon Ghyll and the Stake Pass (c. 22 m.; driving practicable to Dungeon Ghyll, 7½ m., and from Rosthwaite to Keswick, 6½ m.; walk across the pass from Dungeon Ghyll to Rosthwaite, 3–4 hrs., pony and guide 18/). — From Ambleside to (7½ m.) the *Old Dungeon Ghyll Hotel*, by the direct route viâ Skelwith Bridge, Elterwater, and Great Langdale, see above (by Little Langdale, 2 m. longer, see p. 433). The road ends here and we ascend the bridle-path up *Mickleden*, keeping to the right of the beck. To the left rises the *Band* (see above). Beyond (1¼ m.) a sheepfold the path bears to the right (Esk Hause path to the left, p. 435) and zigzags up to (2 m.) the **Stake Pass** (1576 ft.; view of Skiddaw), the saddle between *Rossett Crag* (l.) and *Pike o' Stickle* (see above). At (¾ m.) the foot of the pass

we cross a tributary beck and descend (rough path) along the right bank of the *Langstrath Beck*, crossing to the left bank in ¾ m. more. 1½ m. We turn to the left. ¾ m. *Stonethwaite*. Less than ½ m. farther on we join the Borrowdale road and turn to the right. ½ m. *Rosthwaite*, and thence to (6½ m.) *Keswick*, see p. 424.

From Ambleside to Coniston viâ Barn Gates, with return viâ Oxenfell (16 m.; chars-à-bancs daily in summer, 5/). — At (1 m.) *Clappersgate* we diverge to the left from the road to Skelwith Bridge (our return-route, see below) and the Langdales (comp. p. 433), and cross *Brathay Bridge*. A little beyond the bridge our road turns to the left and runs S., passing *Brathay Hall* (l.). After 1¼ m. we diverge to the right from the Hawkshead road (p. 432) and climb to (¾ m.) *Barn Gates Inn* (245 ft.; view). Hence we ascend gradually to (2 m.) *High Cross* (600 ft.; view of Esthwaite), where we join the road from Bowness to (2½ m.) *Coniston* (comp. p. 432). The interval here before the return of the 'all-day' coach is enough for an ascent of the Old Man or a steamer tour of the lake. — The return-route leads to the N. through *Yewdale* (comp. p. 438). After 1½ m. the Oxenfell road turns to the right and ascends past *Yewdale Farm*. In a field to the left, a few hundred yards farther on, are the remains of a famous old yew (practically destroyed by a storm in 1894). The road turns to the left and ascends along the *Guards Beck* to (2 m.) the top of the *Oxenfell Pass* (526 ft.). Fine views as we descend into the valley of the Brathay. To the left is *Elter Water* (p. 434). ¾ m. Road leading (l.) to *Colwith Force* (p. 434). Our road descends to the right to (1 m.) *Skelwith Bridge*. Hence to (3 m.) *Ambleside*, see p. 433.

From Ambleside to Wasdale Head. For this route we may go to (7½ m.) *Dungeon Ghyll* and proceed thence by the pony-track (comp. p. 434) over *Esk Hause (2370 ft.; 3½–5 hrs.; guide and pony 20/), at or near the summit of which meet the passes from Langdale, Wasdale, Eskdale, and Borrowdale (comp. pp. 427, 441). In bad weather map and compass should be carefully consulted. — Another route from Dungeon Ghyll crosses *Wrynose Pass* and *Hard Knott Pass* to *Eskdale* and *Boot* (comp. p. 442), whence we reach (6 m.) Wasdale Head viâ *Burnmoor Tarn* (comp. p. 442; in all c. 22 m.). Or we may go on by road from Boot to (9½ m.) *Strands* (p. 440), at the S. end of Wast Water, making a small digression to include *Dalegarth Force* (p. 441; in all c. 30 m. to Wasdale Head).

From Ambleside to *Patterdale* (*Ullswater*), see pp. 419, 420.

***Grasmere** (208 ft.; 180 ft. deep), barely 1 m. long and fully ½ m. wide, with a green islet in the midst, is the roundest of the lakes. About ¼ m. from its N. end, and a little aside from the coach-road to Keswick, lies the village of **GRASMERE** (876 inhab.), the home for fourteen years of William Wordsworth (1770–1850), who has left unsung but few points in the beautiful environs. Grasmere is a good centre for excursions, especially on foot.

Hotels. Prince of Wales, on the lake, ¼ m. S.E. of the village; Rothay; Red Lion; Moss Grove Private; Dale Lodge Private, the last four in the village; Grasmere Temperance; Swan, ½ m. N. — *Lodgings.*

Coaches to *Ambleside*, *Windermere*, and *Keswick*, see pp. 428, 431. Coaches run also to *Dungeon Ghyll* (3/6, return 4/6), *Coniston* (return 5/), round *Thirlmere* (3/6), round the *Langdales* (5/), and to *Patterdale* (return 6/6). — Public Motor Cars to *Ambleside* and *Windermere* at frequent intervals.

Boats on the lake 1/ for the first hr., 6*d.* each hr. additional.

Sports on first Thurs. after Aug. 20th, with guides' race up and down Butter Crags, wrestling, etc., comp. p. 415. — *Rush-bearing Service* in the church on the Sat. after Aug. 5th (St. Oswald's Day).

Part of the church of *St. Oswald*, which is "for duration built, not raised in nice proportion," may date back to the 13th century. Wordsworth is buried in the churchyard and commemorated in the church (head by Woolner). His wife (d. 1859) and Hartley Coleridge (d. 1849) likewise lie in the

churchyard, where there is also a memorial to A. H. Clough (d. at Florence in 1861). From 1799 to 1808 Wordsworth lived at *Dove Cottage* (open on week-days, 10–6; adm. 6*d*.; museum of relics), about 200 yds. N. of the Prince of Wales Hotel. He removed in 1808 to *Allan Bank*, at the other end of the village, and in 1811 to the *Parsonage*, which he quitted for Rydal Mount (p. 429) in 1813. Thomas De Quincey (1785–1859) succeeded Wordsworth as the tenant of Dove Cottage, which remained his headquarters until 1830.

The so-called *Wishing Gate*, on the old road, about ½ m. S. of Dove Cottage, commands a favourite view of Grasmere. — *Tongue Ghyll Force*, a very pretty little waterfall, 1¾ m. N.E., is reached by a slight digression from the route up Helvellyn (comp. below). — *Helm Crag* (1299 ft.), N. of Grasmere, is ascended (c. 1 hr.) less for its view than for the curious crags described by Wordsworth as the "Astrologer, sage Sidrophel," and an "Ancient Woman cowering beside her rifted cell." We follow the Easedale road (see below) to a point about 600 yds. beyond the foot-bridge, ascend to the right between houses, pass through a gate (r.), and ascend along a wall. At the highest point of this wall we take the grassy path to the left. — ***Walk round Grasmere** (4 m.). We follow the road on the W. bank to (1½ m.) *Red Bank* (view), and there take a lane to the left, leading along *Loughrigg Terrace* (views; comp. p. 434). We descend to the foot-bridge across the Brathay between Grasmere and Rydal Water (½ m.) and return by the road on the E. bank of the former (2 m.). Or, we may continue along the terrace and make a circuit of Rydal Water (2 m. more). *Loughrigg Fell* (p. 433) is ascended from High Close (p. 434) in ½ hr. — ***Easedale Tarn** (915 ft.) is 2½ m. from Grasmere (boy with pony 5/). The road leads to the N.W. from near the Rothay Hotel, and after ½ m. crosses the *Easedale Beck*. Avoiding the turn to the right (stone slab with direction), walkers cross the beck again a few hundred yards farther on by a bridge of slate slabs and ascend on the right bank. About 1 m. higher up we see the white *Sour Milk Force*. The tarn (rfmt. hut) is about ½ m. beyond. Good view of Grasmere. This walk may be continued to (3½ m.) *Dungeon Ghyll* viâ *Stickle Tarn* (comp. p. 434). — *Silver How* (1345 ft.), ¾ hr. from the Red Lion Hotel viâ *Allan Bank* (see above), commands a view of half a dozen lakes. It may readily be combined with the Easedale Tarn trip; or we may descend S. to Langdale Church (p. 434) viâ *Meg's Ghyll*. — *Nab Scar* (p. 433) is another point within easy reach of Grasmere. — From Grasmere to *Patterdale*, see p. 419.

Ascents. Grasmere is the most frequent base for the ascent of **Helvellyn** (p. 417; 3¼–4 hrs.; guide and pony 15/). From Grasmere to (2½ hrs.) *Grisedale Tarn*, see p. 419. Beyond the tarn we diverge to the left from the Patterdale track and ascend in zigzags to (½ hr.) *Dollywaggon Pike* (2810 ft.), the S. end of the Helvellyn ridge. The incline hence to (½ hr.) the main summit is comparatively slight. *View, see p. 418. Descent to *Patterdale*, see p. 417; to *Keswick*, see p. 423. — **Fairfield** (2863 ft.) is ascended from Grasmere in 1½–2 hrs. (guide and pony 12/). We turn to the right at (¾ m.) the Swan Hotel and ascend by a distinct track viâ *Stone Arthur* (1652 ft.) and *Great Rigg* (2513 ft.). Or we may diverge from the Helvellyn route (see above) just short of Grisedale Tarn. Helvellyn is the dominant feature of the view. — The **Langdale Pikes** (see p. 434; 3–3½ hrs.) may be ascended either viâ *Dungeon Ghyll* (p. 434) or viâ *Easedale Tarn* and *Stickle Tarn* (comp. above).

From Grasmere to Borrowdale viâ Easedale (to Rosthwaite 3¼–4¼ hrs.). We diverge to the left from the Helm Crag route at the point where it ascends between two houses (see above) and follow the pony-track up the *Far Easedale Ghyll*. After about 1 m. we cross the beck by the *Stythwaite Steps*. The track (more or less distinct) ascends along the beck to (2 m.) the head of the Easedale Valley (c. 1500 ft.; finger-post). We cross the *Wyth*, in a depression at the head of the *Wythburn Valley* (descending to the right), and re-ascend to (1 m.) *Greenup Edge* (2000 ft.; finger-post; view), between *High Raise* (l.; 2500 ft.) and *Ullscarf* (r.; 2370 ft.). In descending we turn to the right (N.; route indicated by small cairns on big rocks). Below *Lining Crag* the path

again becomes clear, descending along the right bank of the beck. Borrowdale is now in view. At (2 m.) *Stonethwaite* we cross the beck. Hence to (1 m.) *Rosthwaite*, see p. 435. — From Grasmere to *Keswick*, by the coach-road, see p. 428. Keswick may be reached also viâ *Dunmail Raise*, *Harrop Tarn*, and *Watendlath*, or viâ Dunmail Raise *Armboth Fell*, and Watendlath (4–4½ hrs.; comp. p. 428).

Coniston Water or **Lake** (143 ft.), formerly known as *Thurston Mere*, lies wholly within Lancashire, parallel with and 5 m. W. of Windermere. Just over 5 m. long and ¼–½ m. wide, it presents a less imposing version of that larger lake. The N. end, enclosed by the Old Man and other fells, is the finest part; but the view down the lake (especially from Tarn Hows, see below) is very attractive also. *Steamers*, see below.

The village of **CONISTON,** a good tourist-centre, beautifully situated at the foot of the Old Man and Yewdale Crags, ½ m. from the W. bank of the lake, is the terminus of a branch-railway from *Foxfield* (p. 412).

Hotels. Waterhead Hotel, ¾ m. E. of the village, near the lake; Crown; Sun; Grange, private. — *Lodgings.*

Steamers ply daily up and down the lake, taking 1½ hr. to the round trip (1st cl. 1/, return 1/8, 2nd cl. 9*d.* & 1/2). — Boats on the lake, 1/ per hr., 5/ per day.

Coaches and **Motor Cars** run to *Grasmere*, *Ambleside*, *Windermere*, round the *Langdales* (5/), etc. (comp. pp. 431, 433, 435).

Coniston is as closely associated with John Ruskin (1819–1900) as Grasmere is with Wordsworth. Ruskin is buried in a corner of the churchyard, under a 'runic' cross. About 100 yds. from the church is the *Ruskin Museum* (open on week-days, 10–6; adm. 1*d.*; catalogue 4*d.*), containing drawings and MSS. by Ruskin, minerals collected by him, a 'rock harmonicon' (a dulcimer of 3 octaves made for Ruskin of Skiddaw stone), photographs, books, and personal relics from Brantwood (see below). Adjacent is the *Coniston Institute.*

Tour of the Lake. The steamer-pier is near the Waterhead Hotel. The Old Man, to the W., is the dominant feature throughout the sail. Opposite the pier (l.) is *Tent Lodge*, where Tennyson once sojourned. On the same side, 1 m. farther on, is *Brantwood*, the home of Ruskin from 1871 till his death in 1900 (adm. on previous application to Mrs. Arthur Severn). Previous tenants were the engraver Linton and the poet Gerald Massey. *Coniston Hall* (nearly opposite), now a farm-house, was once the chief seat of the Le Flemings (comp. p. 429). Helvellyn, Fairfield, and Red Screes come into sight as we proceed (N. and N.E.). The banks lower down are beautifully wooded. At the foot of the lake the steamer calls at *Lake Bank Pier*, whence chars-à-bancs run to (5 m.) *Greenodd* (p. 412) in connection with the trains.

Short Walks. To reach *Tarn Hows (2½ m.), the best point of view near Coniston, we follow the Ambleside road to a point about ¾ m. beyond the Waterhead Hotel and nearly opposite *Waterhead House.* Hence we asceud to the left, through a woody dale, to (¾ m.) *Tarn Hows Farm* (l.). At the (¼ m.) top of the hill we come suddenly upon the tarn, set in a delightful hollow, among heather, bracken, and the soft greenery of plantations. The high ground on the opposite side of the valley commands a beautiful *View. From this point we may either descend to the Bowness road near *High Cross* (p. 432) or retrace our steps until we come upon a steep path descending (r.) through *St. Mary's Glen* into *Yewdale* (p. 435). [Tarn Hows may be included by a slight detour on the way from Bowness or Ambleside, but it is rather rough going for carriages.] — The route to (2½ m.) **Tilberthwaite Ghyll,** a romantic little rocky glen, traversed by a series of foot-bridges, step-ladders, *wooden galleries, and planks, is indicated at p 438. At the top of the gorge is a pretty little waterfall. The return

may be varied by striking direct from the waterfall to Coniston ; but the path is rough and muddy.

Ascents. The ***Coniston Old Man** (i.e. *Allt Maen*, steep or high rock ; 2633 ft.) is ascended in 1½–2 hrs. (guide and pony 11/ ; guide needless in clear weather). Its sides are disfigured by copper-mines and slate-quarries, and many different tracks lead to the summit. One regular bridle-path ascends along a stream, passing through *Mines Valley* and eventually bending to the left towards a slate-quarry near *Low Water* (1786 ft.). Then we climb to the S., passing another quarry where ponies halt. The *View is one of great variety and charm. Named from left to right and beginning on the N. are the Carrs and Wetherlam (in the foreground), Skiddaw, Saddleback, the serrated ridge of Helvellyn, Fairfield, Red Screes, High Street (N.E.), the pyramidal Ill Bell, Coniston Water (E.), Esthwaite Water, part of Windermere, Ingleborough and other Yorkshire hills (in the distance), Morecambe Bay and the sea (S.), Snowdon (S.W. ; in very clear weather), the tiny Blind Tarn (in the foreground), Devoke Water (W.) with the sea and the Isle of Man beyond it, and the Scafell Pikes (N.W.). Immediately to the W is the precipitous *Dow Crag* (2555 ft.), with *Goat's Water* at its foot (not visible from the summit). The descent may be made S.W. over Dow Crag to the *Walna Scar Pass* (see below) ; to the W., viâ the *Seathwaite Tarn* (1210 ft. ; now a reservoir), to the *Duddon Valley* (see below) ; or to the N. to the *Wrynose Pass* (p. 442 ; 2–2½ hrs.), viâ *Brim Fell* (2611 ft.), *Grey Friar* (2537 ft.), and *Carrs* (2525 ft.). A favourite round for good walkers is to keep along the ridge to the top of Wetherlam (see below) and descend thence to *Little Langdale* (p. 434 ; 3 hrs.). — **Wetherlam** (2502 ft.) is ascended from Coniston viâ the *Tilberthwaite Glen* (see below) in 1½–2 hrs. The view is fine and fairly extensive. A flock of wild goats sometimes shows itself on this fell.

From Coniston to Dungeon Ghyll, 8 m. Part of the road is hardly more than just possible for driving. It strikes N. from the Bowness road between the railway station and the Crown Hotel and follows *Yewdale* (p. 435), with *Yewdale Crag* (1050 ft.) to the left. At (1½ m.) the bifurcation we select the left branch, ascending through the *Tilberthwaite Glen*. To the right are *Raven Crag*, *Ivy Crag*, and *Holme Fell*. The romantic little *Tilberthwaite Ghyll* (see p. 437) diverges to the left 1 m. above the fork. Beyond (½ m.) *High Tilberthwaite Farm* we pass through the gate on the left. [The road to the right leads to Little Langdale (p. 434) and offers the better driving route (1½ m. longer), crossing the Little Langdale beck by the ford at *Fitz Steps* and turning W. to Fell Foot.] After passing some slate quarries we descend, keeping roughly to the W. (l.), to (1½ m.) the farm of *Fell Foot*, which is buried among trees. Here we turn to the right and almost at once join the road from Ambleside. Hence to (4 m.) *Dungeon Ghyll*, see p. 434.

From Coniston to the Duddon Valley and Eskdale, viâ the Walna Scar Pass and Birker Moor. The route described below (11 m., in 4–5 hrs.) is the shortest and for walkers only. Walking may be avoided altogether by taking the train to *Broughton* (p. 412) and driving thence viâ *Ulpha* (p. 439 ; rough road). — We pass under the railway, to the N. of the station, and follow the Walna Scar cart-road, which reaches the open fell at (1 m.) a point where five tracks meet. Our road (finger-posts) keeps the direction we have been following and passes the tiny *Boo Tarn*. After 1 m. the path up the Coniston Old Man diverges to the right. ½ m. Bridge over the beck descending from *Goat's Water* (see above). Good retrospects as we asceud to (1 m.) *Walna Scar Pass* (2035 ft. ; *View). The descending route bears first to the left and then to the right, soon skirting *Long House Ghyll*. At (1½ m.) *Long House* we turn to the left, join (½ m.) the Duddon valley road (finger-post for Langdale), and follow it S. to (½ m.) *Seathwaite Church* (rebuilt). In the churchyard is the grave of ' Wonderful Walker,' rector and benevolent despot of the parish for 67 years (1735–1802), " a Pastor such as Chaucer's verse portrays," who, with a stipend never amounting to £50, brought up and liberally educated a large family, besides leaving a fortune of £2000. In summer a coach plies between Seathwaite (not to be confounded with the Seathwaite on p. 426) and (8 m.) *Broughton* (p. 412).

The ***Duddon Valley**, which we have now reached, is described in Wordsworth's series of charming sonnets with singular fidelity to nature. The river descends, in a wonderful series of bends and water-breaks,

from the sterile ridges of the Wrynose Pass (p. 442) to the stony levels near *Cockley Beck*, the deeply graven cleft at *Birks Bridge*, and the fine gorge just above Seathwaite. Farther down the scene becomes gradually tamer, till the stream sleeps through its last marsh to its junction with the sea. — Those who wish to return to Coniston viâ Broughton follow the road leading S.W. from Seathwaite. 1½ m. Bridge over the *Duddon*. 1½ m. *Ulpha* (pron. 'Oofa'; Traveller's Rest), where a route to Dalegarth Force and Boot diverges to the right (comp. p. 442). From Ulpha to (5 m.) *Broughton* (p. 412) we may follow either bank of the stream.

Walkers making direct from Seathwaite to Eskdale follow the road N. from the above-mentioned Langdale finger-post. After about ½ m. we take a steep grassy path to the left, cross the Duddon by (½ m.) stepping-stones, and ascend (with *Ghyll Spout* on the left) to (½ m.) the farm of (⅝ m.) *Grass Gars*, the last house we shall see before reaching Eskdale. Here we choose the track to the right, crossing *Birker Moor* and skirting the S. slopes of *Harter Fell* (r.; 2140 ft.). At (1½ m.) a fork we take the track to the left and descend rapidly to (1¼ m.) the main Eskdale road. This is reached at a point near the *Woolpack Inn* (p. 441; a little to the right). To reach *Boot* (p. 441) we follow the road to the left (W.) for about 1 m. and then turn to the right. From Boot to *Strands* and to *Wasdale Head*, see p. 442; over the *Hardknott Pass* and *Wrynose Pass* to *Little Langdale*, see p. 442.

D. ENNERDALE, WAST WATER, SCAFELL, AND ESKDALE SECTION.

From the outside this W. section of the Lake District is most naturally approached from one of the railway stations between *Ravenglass* on the S. and *St. Bees* on the N. (see p. 413). It communicates with other parts of the district by various passes.

Ennerdale Water (368 ft.), the northernmost lake in this section, is about 2½ m. long and ½–1 m. wide. The lake and its dale deserve a visit, but the approaches from the W. are uninteresting.

From *Whitehaven* (p. 413) we may take the train to (8 m.) *Yeathouse* (p. 413) and walk thence to (4 m.) the *Angler's Inn*, at the foot of the lake. — From *Egremont* (p. 413) we may either drive to (8 m.) Angler's Inn viâ *Ennerdale Bridge* (the churchyard of which is the scene of Wordsworth's 'The Brothers') or take the train viâ (10 m.) *Yeathouse*. — From *Seascale* (p. 413) a coach runs daily in summer to (15 m.) the Angler's Inn viâ *Calder Bridge* (p. 413).

The character of the lake is stern and solemn, and the mountains encircling it vie in grandeur with any in the district. Great Gable (p. 424), Steeple (see below), and Pillar (p. 427) form a specially fine combination near its head.

From Ennerdale to Wast Water (8 m., in 3–3½ hrs.). From the Angler's Inn we follow the road along the N. bank of the lake (views). Beyond (2½ m.) its head we ascend on the right bank of the river *Liza* (pony track), with the Steeple and Pillar towering on our right. A little short of (1½ m.) *Gillerthwaite Farm* a path crossing a small bridge to the right ascends to *Windy Gap*, between the Pillar and Steeple, descending on the other side to Wast Water (the most direct route). About 2½ m. farther on our path joins the route from Buttermere. From this point over the *Black Sail Pass* to (3½ m.) *Wasdale Head*, see p. 427. — *Pillar* (p. 427) and *Steeple* (2746 ft.) may each be ascended from Angler's Inn viâ *Windy Gap* (see above) in c. 3 hrs. The descent may be made to *Wasdale Head* (p. 440). — From the Angler's Inn to *Scale Hill*, *Crummock Water*, and *Buttermere*, see p. 426.

***Wast Water** (204 ft.), the most grim and savage of all the lakes, is just over 3 m. long, ½ m. wide, and 260 ft. deep. The most characteristic feature of the imposing landscape in which it is embedded is the almost perpendicular series of

the *Screes* (comp. p. 415) on its S.E. bank, culminating in *Illgill Head* (1978 ft.). Around the head of the lake rise Yewbarrow, Kirk Fell, Great Gable, Lingmell, Scafell Pike, and Scafell—a highly imposing group. The timber near its foot makes a splendid foreground. The lake is subject to sudden squalls from the S.

Wast Water is best approached from the S., and the most convenient starting-point is *Seascale* (p. 413), whence a coach runs daily in summer in 2 hrs. to (13 m.) *Wasdale Head* (see below; fare 4/). The road passes (3 m.) *Gosforth*, with the interesting '*Viking Cross*,' 14½ ft. high, in the churchyard, showing a singular mixture of Norse saga and Christian lore in its decoration (prob. 7th cent.). We cross the *Bleng* and (after a steep climb) descend to (4 m.) *Strands* (two inns), 1 m. from the S. end of Wast Water. Thence the road runs along the N.W. bank (views) to (6 m.) *Wasdale Head* (see below). — Wasdale Head may be reached also from *Ravenglass* (p. 413) by taking the miniature railway to (7½ m.) *Boot* and following the bridle-path thence viâ *Burnmoor Tarn* (comp. p. 442).

Wasdale Head (*Wastwater Hotel*; lodgings), or *Wasdale Head*, in a deep and mountain-girt hollow, 1 m. from the N. end of Wast Water, is the headquarters for many fine ascents and excursions and the chief centre of British rock-climbing (comp. p. 415). The great rock-faces are on Scafell, Great Gable (N. front; Napes Ridges on S. side), and the Pillar (Pillar Rock first ascended in 1826), but there are scores of other interesting courses in the ghylls and upper crags. A good deal of snow and ice work is done at Christmas and Easter, when Wasdale Head is frequently overcrowded. The quaint church is one of the smallest in England (42 ft. by 16 ft.). William Ritson (1807–90), a former landlord of the hotel, was a typical Cumberland 'statesman' or yeoman farmer, famous for his yarns and forming a link with the Wilson and Wordsworth group.

Walk round Wast Water (12 m.). The route recommended is to descend along the N.W. bank and return to Wasdale Head viâ the top of the Screes (fine and varying views). We ascend to the S. end of the Screes viâ *Hawl Ghyll* and descend to Wasdale Head viâ the *Lingmell Ghyll*. The Screes are most imposing when seen from a boat close below them (boat and boatman to the foot of the lake and back, c. 5/).

Ascents. The Scafell or Scawfell Mountains, near Wasdale Head, form the most imposing group in the Lake District. The top of Scafell Pike, the highest summit in England, was presented in 1919 by Lord Leconfield to the National Trust (p. 180) as a War memorial. Guides are desirable, though the usual routes are quite safe in good weather. — ***Scafell Pike** (3210 ft.) is the most repaying climb (2–3 hrs.; pony and guide 10/–12/). The usual route is viâ Lingmell. After (½ m.) we turn to the left and ascend towards the S.W. (cairns). *Lingmell* (p. 441) rises to the left. Higher up we cross another wall and the *Lingmell Beck*, reaching the foot of (½–¾ hr.) *Brown Tongue*. The fine rocks in front are part of Scafell. The rest of the way, sometimes pretty rough, is marked by small cairns. After ¼ hr. more, in the dip between Lingmell and Scafell Pike, we turn to the right. Hence to the top, ¼–½ hr. A finer and harder route ascends N.W., viâ (½ m.) *Burnthwaite*, following the general course of the Lingmell Beck. After ¼ m. more our path diverges to the right from the Sty Head track (p. 427) just before its steep rise. We bend to the right and ascend, keeping well to the left of the fine chasm of *Pier's Ghyll*. In ¾–1 hr. more we join the above-described route in the hollow between Lingmell and the Pike. Riders go on from the above-mentioned fork to (2¼ m.) *Esk Hause* (p. 435) and ascend thence to the right to (1¼ m.) the top. The *View includes Skiddaw and a bit of Derwentwater (N.), Helvellyn and Fairfield (N.E.), the High Street range (E.), Ingleborough (p. 409; in the distance) and part of Windermere (S.E.), the Coniston Old Man

(S.S.E.), Black Combe (p. 412), and the Duddon estuary and Snowdon (S.), the sea, the Isle of Man, and (at times) the Mourne Mountains in Ireland (S.W. and W.). The descent may be made to *Dungeon Ghyll* (p. 434; marked path), to *Rosthwaite* (p. 424; marked path), or to *Boot* (comp. p. 442). — **Scafell** (3162 ft.) also may, of course, be ascended from Wasdale Head, either viâ *Brown Tongue* (p. 440) or viâ *Burnmoor Tarn* (p. 442), with about the same expenditure of time and energy as Scafell Pike. This, however, is not recommended to those who have climbed the latter summit. It is much better to combine the two (1 hr. extra) by passing from one to the other by the *Mickledore Ridge* (not difficult in good weather). From Scafell Pike we descend to the S.W. to (¼ hr.) the ridge, cross it, turn to the right, and follow a grassy terrace (between Scafell and its screes) to (¼ hr.) the foot of *Lord's Rake*, a steep scree slope. The way thence to (¼ hr.) the summit is unmistakable. The view is similar to that from the Pike, but more of Wast Water is visible. The direct descent (steep and laborious) is on the W. side, viâ *Green How* and *Hard Rigg*, to (1 hr.) the Burnmoor Tarn track above *Wasdale Head Hall* (about 2 m. from the Wasdale Head hotel). — The *View from **Great End** (2984 ft.), the N.E. massif of the Scafell group, is even finer than that from Scafell Pike (Derwentwater and Borrowdale are marked features). It is easily reached from Scafell Pike in ¼ hr. The most direct descent is to (¾ hr.) *Esk Hause* (p. 435). — *Lingmell* (2649 ft.), the grassy W. member of the Scafell group, is sometimes ascended (no difficulty) en route to Scafell Pike (similar but less extensive view). — **Great Gable** (p. 424) is one of the finest ascents from Wasdale Head (viâ Sty Head Pass; 1 hr.). *Kirk Fell* (2631 ft.; viâ Black Sail Pass) and *Yewbarrow* (2058 ft.; *View of Wast Water) may also be ascended. — **Pier's Ghyll*, a chasm on the E. side of Lingmell, 2 m. W. of Wasdale Head, is a fine thing for the ordinary tourist to look at but not enter. — From Wasdale Head to *Ambleside*, see p. 435; to *Keswick*, see pp. 426, 427; to *Boot*, see p. 442; to *Ennerdale*, see p. 439; to *Buttermere*, see p. 427.

Eskdale, descending S.W. to the coast from between the Scafell range on the W. and the fells stretching S. from Bow Fell on the E., has (like the Duddon Valley) no lake on its floor. Its mountains and waterfalls, however, repay a visit.

The narrow-gauge railway mentioned at p. 413 brings us from *Ravenglass* to (7¼ m.) *Boot*, in the lower part of the dale, while *Esk Hause* (p. 435) forms the approach from other parts of the district to its head. A rough cart-track, on the line of the old Roman road, connects it with the Duddon Valley and the Langdales. For the route from Wasdale Head, see p. 442.

Boot (*Mason's Arms*; *Gainsford's Temperance Hotel*), the terminus of the railway, is a small village on the beck descending from Burnmoor Tarn (p. 442), ¼ m. N. of the main road through the valley and ½ m. from the *Esk*. The best quarters for tourists are offered by the *Woolpack Inn*, 1 m. E., near the Esk.

The chief attraction near Boot is **Dalegarth Force* or *Stanley Ghyll*, which, though not very large (60 ft.), is from its setting deservedly regarded as the finest waterfall in the Lake District. On joining the main road, we turn to the right and follow it towards the W. to (¼ m.) a school. Opposite this we turn to the left and reach (¼ m.) *Dalegarth Hall*, a quaint old farm-house, where we obtain the key. The gate for the fall is on the left, a little higher up (1¼ m. from Boot). Fine view from the open fell ¼ m. above the fall. The walk may be continued to (2 m.) the high-lying *Devoke Water* (766 ft.).

To see something of **Upper Eskdale** we follow the road to the E. to a point about 1¾ m. beyond the Woolpack Inn (near the foot of the Hardknott Pass, p. 442). Here we diverge to the left, pass the farm of *Butterilket*, turn to the right, and ascend along the left bank of the Esk to (2 m.) the small but charming *Esk Falls*. We may follow the Esk hence to (1½ hr.) *Esk Hause* (p. 435; N.W.) or the *Lingcove Beck* (N.E.) to *Three Tarns* (S. slope of Bow Fell, p. 434) and (2 hrs.) *Dungeon Ghyll* (p. 434), but clear weather is desirable for unguided travellers.

Ascents. **Scafell** (p. 441) is ascended in 4–5 hrs. We diverge to the left from the main road, ¾ m. E. of the Woolpack, and follow a lane (finger-post) to *Bird How* and (¾ m.) *Taw House*. After ¾ m. more the track crosses a bridge, with a small waterfall on each side of it, beyond which it ascends to the left in zigzags. It then turns to the right and curves round towards the N. (not always very clear), passing to the right of *High Searth Crag* (1458 ft.). In about ¾ hr. we reach the *Cam Spout*, descending from the *Mickledore Ridge* (p. 441). We ascend along the beck, turn to the left, and reach (¾ hr.) the top. A less interesting route diverges from the Burnmoor Tarn track at *Gill Bank* (see below) and ascends the long slope to the right (passing *Eel Tarn* and *Stony Tarn*) till it joins the path described above. — The route up **Scafell Pike** (p. 440) coincides with that described above as far as Cam Spout. The direct route thence (20–30 min.; laborious) is to climb to the top of Mickledore and turn to the right.

From Boot to Ambleside viâ the Hardknott Pass and the Wrynose Pass (16 m.; a walk of at least 5 hrs.; route unsuitable for motor-cars, carriages, or cyclists). From Boot to (2¾ m.) the beginning of the Hardknott route, see p. 441. Our road (rough) ascends to the W. to (1 m.) the **Hardknott Pass** (1290 ft.), between *Harter Fell* (2140 ft.; r.) and *Hard Knott* (1803 ft.; l.). Fine view of Eskdale and Scafell. Just to the left of the road, at the head of the first steep rise from Eskdale, is *Hardknott Castle*, an interesting example of a Roman camp. We now descend into the upper part of the Duddon Valley (p. 438). At (1¼ m.) *Cockley Beck* our road begins the ascent to Wrynose Pass, while the road diverging on the right descends along the Duddon. 2¼ m. **Wrynose Pass** (1270 ft.), with the 'Three Shire Stone,' where Cumberland, Lancashire, and Westmorland meet. As we descend *Pike o' Blisco* (2304 ft.) rises to the left and Little Langdale (p. 434) opens up in front. 1¾ m. *Fell Foot* and thence to (7 m.) *Ambleside*, see pp. 434, 433.

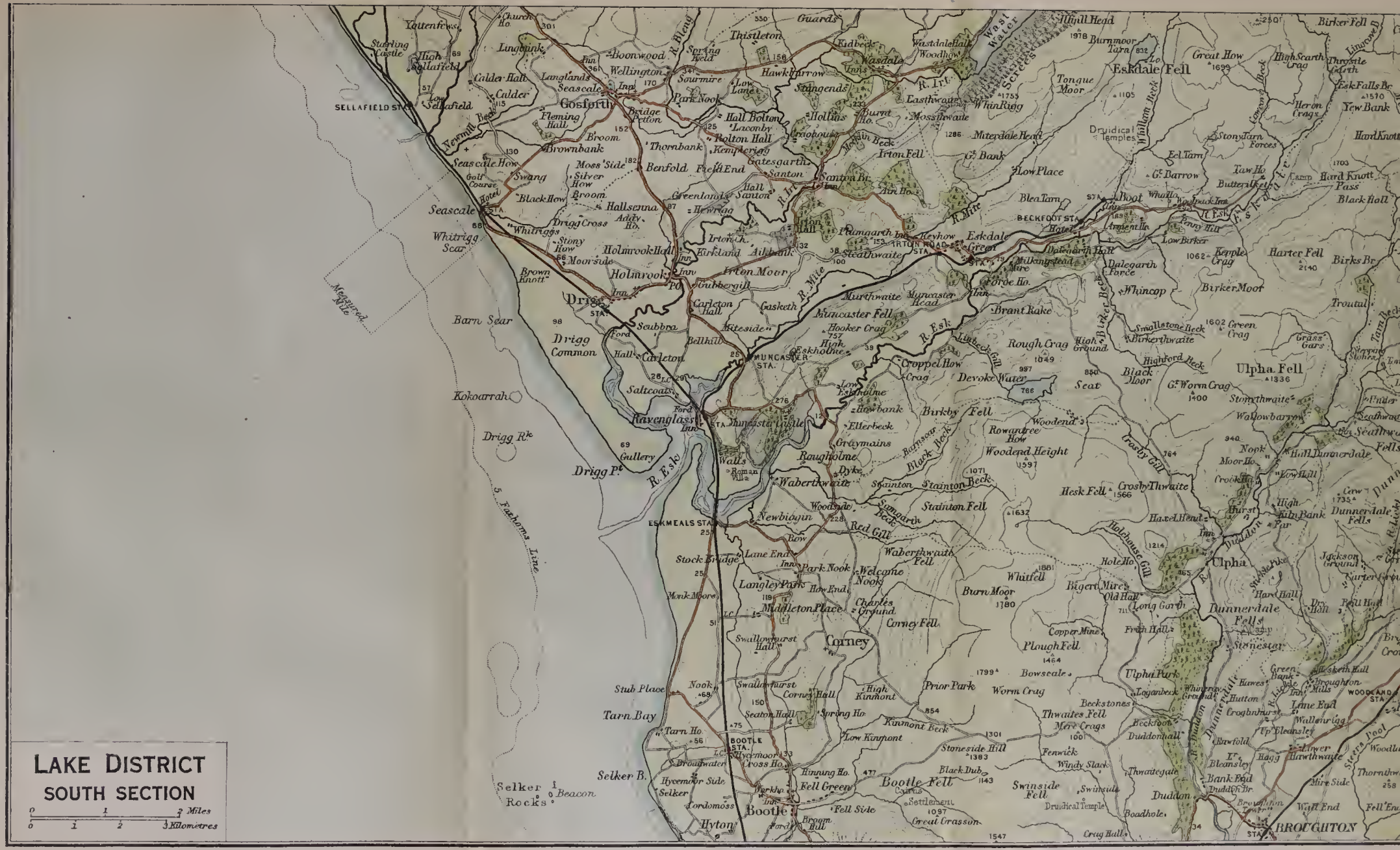
From Boot to Wasdale Head viâ Burnmoor Tarn, 6 m. The pony-track ascends towards the N. along the *Whillan Beck*, passing (¾ m.) the farm of *Gill Bank*. It reaches (2 m.) its culminating point near *Burnmoor Tarn* (832 ft.). It then descends (views) to the head of *Wast Water* and (3 m.) the hotel at *Wasdale Head* (p. 440).

From Boot to Strands, 8 m. We follow the road to the E., viâ the *King George Inn* and *Eskdale Green* (p. 413) to (3½ m.) *Irton Road*. The road here turns to the right and leads N.W. to (2¼ m.) *Santon Bridge*. Here we again turn to the right. 2¼ m. *Strands*, see p. 440.

From Boot to Ulpha, 7 m. We follow the road up the vale of *Stanley Ghyll* (*Dalegarth Force*, see p. 441) and pass (2 m.) the farm of *Low Ground*. Just beyond this the road forks. Walkers may keep straight on to (½ m.) *Birkerthwaite*, beyond which a somewhat blind path crosses *Blaek Moor* and rejoins the road 1¼ m. farther on. The driving route (rough) takes the right branch at the fork, passes (½ m.) *High Ground*, turns (¼ m.) to the left, and descends to (2¼ m.) *Crosbythwaite* and (1¼ m.) *Ulpha* (p. 439).

55. THE ISLE OF MAN.

The **ISLE OF MAN** (227 sq. m.; 52,034 inhab.), situated in the Irish Sea, midway between England and Ireland (c. 30 m. from both) and 16 m. S. of Barrow Head in Scotland, is 33 m. long and 12 m. broad. In summer the chief towns and the more accessible pleasure-resorts and beauty spots are apt to be overcrowded with excursionists from the industrial towns of N. England; but farther afield the island, mountainous except in the N., has a wealth of picturesque scenery in its wooded glens and cliff-bound coast that well repays exploration. The inhabitants still preserve some of their old-world customs, though the Manx language (akin to Gaelic or Erse) is fast dying out. Of the antiquities the


LAKE DISTRICT
SOUTH SECTION
0 1 2 Miles
0 1 2 3 Kilometres
SELLAFIELD STA.
Gosforth
Seascale
Drigg
Drigg Common
Holmrook
Irton Moor
Eskdale Green
Eskdale Fell
Ulpha Fell
Ulpha
Dunnerdale Fells
Corney
Bootle
Bootle Fell
Hyton
Broughton
Muncaster Fell
Birker Fell
Harter Fell
Whitrigg Scar
Barn Scar
Kokoarrah
Drigg Pt.
Selker Rocks
Stub Place
Tarn Bay
Selker B.
Ravenglass
ESKMEALS STA.
MUNCASTER STA.
BECKFOOT STA.
IRTON ROAD STA.
BOOTLE STA.
BROUGHTON STA.
WOODLAND STA.
R. Irt
R. Mite
R. Esk
R. Duddon
Sierra Pool
Measured Mile
5 Fathoms Line
Copyright

AMBLESTDE
Kentmere
Windermere
Bowness
HAWKSHEAD
Coniston
Claife
Sawrey
Ambleside
Grasmere
Rydal
Ambleside
KENDAL
Kendal
Staveley
Crook
Underbarrow
Helsington Barrows
Brigsteer
Cartmel Fell
Whitbarrow
Lake Side
Newby Bridge
Sedgwick
Cotes
Storth End
Oxenholme
Natland
Nutland
Skelwith Bridge
Elterwater
Langdale
Little Langdale
Hackett
Dale End
Low Fell
Park Fell
Tilberthwaite
Holme Fell
Yewdale Fells
Coniston Water
Yewdale
Tarn Hows
Hawkshead Hill
Belle Grange
Slape Scar
Belle Isle
Belle Isle
Lake Ferry
Ferry Hotel
Claife Heights
Eastwater
Eastwater Tarn
Wise Een Tarn
Wise Een Beck
Esthwaite Water
Esthwaite Fell
Grizedale
Grizedale Tarn
Coppleands Burn
Cunsey Beck
Cunsey
Cunsey Ho.
Sattersthwaite
Top o' Selside
High Bowkerstead
Low Bowkerstead
Thwaite Head
Greythwaite
Bethecar Moor
Water Park
Water Yeat
Yeat
Nibthwaite
Arkhd
White Stock Hall
Rusland
Rusland Heights
Rusland Pool
Low Stott Park
Finsthwaite
Finsthwaite Heights
Sprout Ho
Low Hay Brg
Ocean Park
Bank Park
Hill Foot
Hill Park
Crosslands
Great Green Howes
Strickerry Bank
Bowland Bridge
Broad Oak
Burblemire Hall
Commire Hall
Fell Edge
Howe
Heights
Ravens Barrow
Swallow Mire
Pool Banks
Whitbarrow
Rus Huckle
Wakebarrow
Skelgill Force
Miller Br.
Todd Crag
Loughrigg Tarn
Loughrigg Fell
Rydal Hill
Rydal Mount
Rydal Water
Nab Cottage
Rydal Hall
Waterhead Hotel
Pier
Skelwith Force
Skelwith Ford
Skelwith Bridge
Brathay Hall
Brathay Pier
Pull Wyke
Pull Wyke Pier
Low Wood Hotel
Dove Nest
Wray Crag
Wray Cas.
Ecclerigg
Ecclerigg Ho.
Wray Cas.
Randy Pike
Black Crag
Quarries
Raven Crag
Field Head Ho.
Outgate
Outgate Hill
Borwick Fell
Belmount
Latterlow
Hawkshead Hall
Hawkshead
Hawkshead Ho.
Town End
Town End
Monk Coniston
Coniston Hall
Coniston Bank
Brantwood
High Tog Ho.
Heathwaite
Bowmanstead
Circle
Hotel
Lake Road
Lake Side
Lake Side Hotel
Lake Steamer
Lake Steamer
Lake Steamer

most important are the *Crosses, decorated with interlaced patterns and Norse runes; the churches, though small and ancient, are of little interest. — The towns are connected by railway, the roads are good, and carriages and motors for hire are abundant at moderate charges. — The Manx cat is a tailless variety of the domestic cat.

History and Administration. *Ellan Vannin* or *Mannin* (perhaps 'middle isle'), the place-names in which are mostly of Norse or Celtic origin, has no very authentic early history. In the 9th cent. it was conquered by the Norwegians, but about 1266 it became subject to Scotland by purchase. Edward I of England, however intervened in the affairs of the island, and from 1341 it has been under English overlordship. Its first viceroys, the Montacutes, Earls of Salisbury, called themselves 'Kings of Man' and were crowned in Peel Cathedral (p. 446). In 1406 Henry IV bestowed the island upon the Stanleys, Earls of Derby, the fourth of whom changed his title in 1505 to 'Lord of Man,' on the ground that he would rather be a great lord than a petty king. During the Civil War the island was held for the king by the 7th or 'great' Earl of Derby, but after his execution in 1651 (p. 452) it was surrendered by the receiver-general, William Christian, the Illiam Dhône ('brown-haired William') of Manx history. In 1765 the Duke of Atholl, descendant and successor of the Earls of Derby, sold his sovereignty for £70,000 to the Crown, which in 1825 acquired also the manorial and other rights for £417,144. — The chief industries of the island are herring-fishing and catering for visitors. Man was used during the War as the chief place of internment for civilian enemy aliens, for whom large camps were established at Knockaloe (holding c. 30,000) and Douglas (c. 3000).

A form of home rule prevails in the Isle of Man. The Court of Tynwald, the legislative and executive authority, consists of the *Lieutenant-Governor* (Major-General Fry), the *Council*, and the *House of Keys*, one of the oldest legislative assemblies in the world, with 24 elected members. The Council includes the bishop, the two deemsters or judges, the attorney-general, the receiver-general, the vicar-general, and the archdeacon, all appointed by the Crown except the vicar-general, who is appointed by the bishop. British Acts of Parliament do not apply to the Isle of Man, unless it be expressly so enacted, but the laws of the Tynwald require the approval of the Crown, and must be proclaimed on the Hill of Tynwald (p. 446). — The use of the well-known 'three legs' device dates from 1266; the motto 'Quocunque jeceris stabit' appeared on the earliest known Manx coinage (1668). — The Bishop of Sodor and Man takes the first part of his title from the 'Sudreys' (i.e. the S. Hebrides), at one time within the diocese, or from *Sodor*, alleged to be the former name of the islet at Peel (p. 446) on which stands the ancient cathedral. — Scott's 'Peveril of the Peak,' Wilkie Collins's 'Armadale,' and several novels by Hall Caine ('Manxman,' 'Deemster,' 'Christian') refer to the Isle of Man.

Approaches. Douglas and Ramsey are the chief ports of entry. To Douglas services are maintained by the Isle of Man Steam Packet Co. (21 Water St., Liverpool) from *Liverpool* (Rte. 30) daily (in summer twice daily), except Sun. (70 m.; 3¼ hrs.; 6/, 4/) and from *Fleetwood* (p. 397) daily, except Sun. (56 m.; 2½ hrs.; 6/, 4/); and by the Midland Railway from *Heysham* (p. 410) daily in summer only (58 m.; 3 hrs.; 10/, 6/; temporarily suspended). To Ramsey steamers of the Isle of Man Co. ply from *Liverpool* direct thrice weekly (76 m.; 4½ hrs.; 6/, 4/); from *Fleetwood* viâ Douglas twice weekly; and from *Whitehaven* (p. 413) at frequent intervals (31 m.). — In addition there are services from *Glasgow* viâ Ardrossan and Greenock to Ramsey and Douglas; from *Silloth* (p. 509) to Douglas about twice weekly (12/6, 7/6; return 17/6, 10/); from *Dublin* to Douglas; and from *Belfast* to Peel, Ramsey, and Douglas. Numerous excursion steamers run to Douglas from *Liverpool, Llandudno, Blackpool*, etc. — Intending visitors to the island should consult the current time-tables or apply at the Steamer Co.'s office (see above).

DOUGLAS (21,101 inhab.), the chief town, is finely situated on a wide bay on the E. coast, backed by a range of hills.

During the summer months its population is sometimes quadrupled by excursionists. Every variety of entertainment is provided: boating, bathing, excursion-drives, steamer-trips, besides theatres, music halls, tea-gardens, and (perhaps most characteristic) huge dancing halls.

Steamers land their passengers at the *Victoria Pier* (hotel omnibuses). — Railway Station at the end of the Quay, nearly 1 m. from the landing-place.

Hotels. CASTLE MONA, Central Promenade; FORT ANNE, Douglas Head Road; DOUGLAS BAY, 1¾ m. N. of the pier; PEVERIL, GRAND, both opposite the pier; METROPOLE, Queen's Promenade, c. 8/6 per day; VILLIERS, Loch Promenade; SEFTON. — *Private Hotels*, *Boarding Houses*, and *Lodgings*, mostly good and cheap, are very numerous.

Post Office, Regent St. — INFORMATION OFFICE, 2 Coronation Chambers, Prospect Hill.

Tramway from the pier to *Derby Castle* (3*d.*). CABLE TRAMWAY from the pier through the upper town (2*d.*–3*d.*). — ELECTRIC TRAMWAY from Derby Castle to *Ramsey* and *Snaefell*, see p. 446; from Douglas Head to *Port Soderick*, see below. — STEAM FERRY from the pier to *Douglas Head*.

Pleasure Resorts. *Gaiety Theatre*, Harris Promenade; *Palace*, Central Promenade, with dancing hall, opera house, and variety entertainments; *Derby Castle*, at the E. end of Queen's Promenade, with dancing hall, etc.; *Villa Marina*, Harris Promenade, with concert-hall and gardens; *Buxton's*, Central Promenade, with pierrot and other entertainments; *Grand Theatre* (varieties), Victoria St.; *Pier Pavilion*. Also at *Onchan Head* and *Douglas Head* (see below); etc.

In the oldest part of Douglas, W. of Victoria Pier, are the chief public buildings, including the *Town Hall* (1899) and the *Legislative Buildings* (1894), with the Keys Chamber, Tynwald Court, and Government Offices. The chief attraction, however, of the town is the splendid sea-front, 2 m. long, the successive sections of which are known (from W. to E.) as the *Loch*, *Harris*, *Central*, and *Queen's Promenades*. In the bay rises the Conister Rock, on which is a *Tower of Refuge* for shipwrecked mariners (1832; boat 1½*d.*). The *Castle Mona Hotel*, on the Central Promenade, was formerly the residence of the Duke of Atholl, the last Lord of Man.

On *Douglas Head* (view), reached by ferry (see above) or by the swing-bridge at the end of Parade St. (toll ½*d.*), are a lighthouse, a camera obscura (2*d.*), and various other popular attractions. Here begins the **Marine Drive* (toll 2*d.*; electric tramway 7*d.* at the ticket-office, 9*d.* on the car, return fare 1/), which runs along the picturesque rocky cliffs to (3 m.) *Port Soderick* (hotel), another popular resort with a pretty glen. — Open-air services are held on Sun. mornings in summer in the churchyard at *Kirk Braddan*, 1½ m. N.W. (brakes and special trains). The 18th cent. church has an earlier tower and a number of runic crosses. — The church of *Conchan* or *Onchan*, with its pretty spire, 2 m. N., likewise attracts Douglas visitors on Sundays. — About 3½ m. S.W. of Douglas is *Mount Murray* (450 ft.; hotel), commanding splendid views; to the N. of it is *Glen Darragh*, containing two prehistoric monuments known as *St. Patrick's Chair* and the *Stone Circles*. — A steamer-trip round the island should not be omitted.

FROM DOUGLAS TO PORT ERIN.

15½ m. Railway in 50–60 min. (2/, 1/4); to (10 m.) *Castletown* in about 35 min. (1/3, 10*d.*).

3¼ m. *Port Soderick* (see above), ½ m. from the beach. — 5¾ m. *Santon*. — At (8½ m.) *Ballasalla* (Old Abbey Hotel) are the unimportant ruins of *Rushen Abbey*, a Cistercian offshoot of Furness Abbey, not dissolved till late in the reign of Elizabeth

(the last in Great Britain). Over the mill-dam is the **Monks' Bridge* or *Crossag* (13th cent.).

10 m. **Castletown** (*Castletown Hotel*; *George*; *Union*), once the capital of the island, is a sombre old town (1817 inhab.) with a tidal harbour. **Castle Rushen* (open on week-days, 10–6; adm. 6*d.*, children 2*d.*), dating perhaps from the time of Magnus (1252–65), is traditionally said to have been founded by Godred the Dane in 947. The castle was gallantly defended against the Parliament by the Countess of Derby after the execution of her husband (p. 443). It was afterwards used as the island gaol and as the seat of the legislature. The massive keep (view from the top) contains the state apartments, now occupied by a museum of Manx antiquities.

On the E. side of the town is *King William's College*, founded in 1643, the chief school on the island. Here were educated Dean Farrar (1831–1903) and T. E. Brown (1830–97), the Manx poet. Opposite is *Hango Hill*, where William Christian was "shot to death" in 1663 for his surrender of the island (p. 443). Farther on is *Derbyhaven* (Marine Hydro), a quaint fishing-village at the neck of *Langness*, the promontory forming the E. boundary of Castletown Bay.

13 m. *Colby* is the station for the pretty *Colby Glen* (closed on Wed.). About 5 m. N. rises *South Barrule* (1585 ft.), with a fine view of the S. half of the island.

14¾ m. **Port St. Mary** (*Golf Links Hotel*; *Bay View*; *Perwick Bay Hydro*; *Shore*; *Albert*), a fishing village and summer and golfing resort on the W. side of *Poolvash Bay*, has a picturesque harbour and a breakwater 400 yds. long. To the W. rises *Mull Hill* (430 ft.).

This is the starting-point for a coast walk to (7 m.) *Port Erin*, round the **Mull Promontory*, the S.W. extremity of the island, with its splendid cliffs and rock scenery, viâ *Perwick Bay*; *Noggin Head*, with its perpendicular cliffs and fine caves; the remarkable series of fissures known as the *Chasms*; *Black Head* and **Spanish Head*, where the cliffs rise to a height of 400 ft.; and *Calf Sound*. — The *Calf of Man*, an island about 5 m. in circumference, is reached either by ferry in summer from Calf Sound or by boat from Port St. Mary or Port Erin (c. 10/). About 1 m. S. of this island rises the *Chickens Lighthouse* (visible 16 m.).

15½ m. **Port Erin** (*Bellevue*; *Falcon's Nest*; *Eagle*; *Bay*), one of the most attractive spots in the island, with excellent bathing and golfing, is situated amid fine coast and hill scenery on a square bay protected by a ruined breakwater.

On the N. side of the bay is (2 m.) *Bradda Head*, crowned with the Milner Tower (view). — A boat (1/ per hour) should be hired in fine weather to inspect the magnificent coast-scenery, as far as *Fleshwick Bay* on the N. and the Calf of Man on the S.

The interesting road which runs N. from Port Erin to (14 m.) *Peel* (p. 446) passes *Colby* (3 m.; see above), the *Round Table* (4 m.; 1000 ft.; *View), *Dalby* (2½ m.), and *Glen Maye* (1½ m.; p. 446).

From Douglas to Peel.

11½ m. Railway in 35–50 min. (1/6, 1/). The railway runs close to the highroad the whole way.

2½ m. *Union Mills*. — 4¾ m. *Crosby*, beyond which, on the slopes of *Greeba Mountain* (1383 ft.), to the right, are *Greeba Castle*, the residence of Sir Hall Caine, and the ruins of *St. Trinian's Church*. — 8½ m. **St. John's** (*Junction Hotel*), the junction of the railway to Ramsey (p. 447) and of a

branch-line to (2½ m.) *Foxdale*, with its disused silver and lead mines.

Close to the station, on the right, is the **Tynwald Hill**, an artificial mound, "Still marked with green turf circles narrowing Stage above stage," where, on July 5th, in accordance with ancient Scandinavian custom, the new laws of the island are promulgated and officers are appointed for the ensuing year. This is the last surviving instance in Europe of an open-air national assembly. Brakes run from St. John's S.W. to (5 m.) *Glen Maye* (see below; 1/6) and N. to (2 m.; 6*d*.) **Glen Helen* (adm. 6*d*., children 3*d*.), with charming woods, a hotel, a chalet-restaurant, and the *Rhenass Fall* (25 ft.).

11½ m. **Peel** (*Creg Malin*; *Marine*; *Peel Castle*, in the town), at the mouth of the *Neb*, the most picturesque town on the island, consists of the old fishing village and a well-built visitors' quarter.

On *St. Patrick's Isle*, united by a causeway with the W. arm of Peel harbour and reached also by ferry (½*d*.) from the pier opposite, stands **Peel Castle** (open May–Sept. 10–7, Sun. 2–6, in winter on application; adm. 3*d*., children 1*d*.), comprising a group of ruined buildings of various dates within a stout 15th cent. wall.

To the right, beyond the *Keep* and the *Guard Room*, is the roofless Cathedral, said to have been founded by St. Germanus, a disciple of St. Patrick, though the existing remains date from the 13th and 14th centuries. We visit also the *Old Palace* of the bishops, with a banqueting hall; *Moar's Tower*; the *Giant's Grave*; *Fenella's Tower*, whence Fenella is said to have leapt into the boat in 'Peveril of the Peak'; the *Round Tower*, resembling those in Ireland; and the roofless little *St. Patrick's Chapel* (c. 9th cent.).

A good walk from Peel leads S. along the cliffs, viâ *Corrin's Folly* and *Contrary Head*, to (3 m.) **Glen Maye* (adm. 4*d*.; Waterfall Inn), a delightful wooded spot with pretty cascades. — For *Glen Helen*, see above; from Peel to *Port Erin*, see p. 445.

From Douglas to Ramsey.

A. By the **Manx Electric Railway*, 17¼ m., in 1¼ hr. (return-fare 3/9); to (7½ m.) *Laxey* in ¼ hr. (return-fare 2/3). This line skirts the coast for a great part of the distance, with magnificent views on both sides.

The line runs from Derby Castle (p. 444) viâ *Banks Howe* (393 ft.; views) to (2½ m.) *Groudle Glen* (adm. 4*d*.; hotel), the most picturesque part of which is the *Lhen Coan*. About ½ m. N. of the glen is the old church of *Lonan*, with two runic crosses. — 4¾ m. *Garwick Glen* (hotel), a pretty hollow, with the prehistoric *Cloven Stones*. On the (¾ m.) beach are some interesting smugglers' caves. — 5¾ m. *Ballabeg*.

7½ m. **Laxey** (*Laxey Glen*; *Bridge*), a little bathing resort, with the *Laxey Glen Gardens* (adm. 6*d*.) and the *Big Wheel* (4*d*.; 72½ ft. in diameter) belonging to the lead mines.

From Laxey the narrow-gauge Snaefell Electric Railway (average gradient 1 : 12) ascends to the (5 m. in ½ hr.; return-fare 2/3) top of Snaefell (2034 ft.), the highest mountain in the island. The line crosses the mountain road from Douglas to Ramsey at (3½ m.) the *Bungalow Restaurant* (1400 ft.), whence motor-brakes ply in summer to Sulby Glen (p. 447). The **View* from the top (*Snaefell Summit Hotel*, a licensed restaurant) comprises the whole of the island and, in clear weather, the peaks of the Lake District in England, the Mull of Galloway in Scotland, the Mourne Mts. in Ireland, and the Snowdon group in Wales.

The Ramsey line returns to the coast along the N. side of the valley, leaving on the left 'King Orry's Grave.' We

then obtain a superb *View of *Bulgham Bay*, 400 ft. below. — 10½ m. *Dhoon Glen* (hotel; adm. 4*d.*), Devonian in character, with a waterfall (130 ft. in two leaps). — 12¼ m. *Glen Mona*, with a pretty little fall. — 13¼ m. *Cornah*. — 14 m. *Ballaglass Glen* (adm. 4*d.*), quite unspoilt, with pretty cascades. — On the left appears *North Barrule* (1842 ft.), on the right *Maughold Head* (373 ft.). Ramsey Bay now comes in view. — 16½ m. *Port Lewaigue* (p. 448). — 17½ m. *Ramsey* (see below).

B. By **Road**, 15–24 m. according to the route selected.

(i) The coast-road viâ *Laxey* (16½ m.), very hilly for cyclists, is practically the same route as the electric railway. — (ii) The 'Long Drive' viâ Glen Helen and Kirk Michael (24 m.), with only one difficult hill, follows the railway as far as St. John's (p. 445), short of which we diverge to the right at the *Ballacraine Inn*, ascend past the entrance to *Glen Helen* (p. 446), and descend to *Kirk Michael*, beyond which we follow the railway route (see below). — (iii) The mountain road is a very laborious ascent as far as Snaefell. We diverge to the left from the Laxey road at (1½ m.) *Onchan* (p. 444) and ascend to (4¼ m.) *Keppelgate* (magnificent views) and (8 m.) the *Bungalow Restaurant* (p. 446), at the foot of Snaefell. Hence we may descend to the left through *Sulby Glen* and join the 'Long Drive' at (15 m.) *Sulby* (see below); or we may follow the new mountain road to the right which crosses the E. face of Snaefell and the W. slopes of North Barrule. By the former route Ramsey is 20 m. from Douglas, by the latter 15 m.

C. By the **Isle of Man Railway**, 25 m. in 1–1½ hr. (2/, 1/6). The railway follows a much more circuitous route than the Manx Electric Railway (p. 446).

From Douglas to (8½ m.) *St. John's*, see p. 445. — 9¾ m. *Peel Road*, 1½ m. E. of Peel (p. 446). — The railway now skirts the E. coast, which has some fine rock-scenery and a number of interesting caves. — 15½ m. **Kirk Michael** (*Mitre*; *Railway*), a quiet little summer resort ½ m. from the sea, with good bathing. At the parish church are preserved eight runic crosses. *Glen Wyllin* (adm. 3*d.*), to the S., is a popular resort. — About 1 m. N. of Kirk Michael, to the right of the railway, is *Bishopscourt*, the modern residence of the bishop, with a theological college and a chapel which serves as the pro-cathedral. — 18½ m. *Ballaugh* (pron. 'Baláff'; Railway; Albert). On the left are the Curraghs (p. 448). — 20½ m. *Sulby Glen* (Sulby Glen Hotel, pens. 8/6), whence brakes (6*d.*) ply up the narrow ***Sulby Glen**, the 'Manx Switzerland,' to the *Tholt-y-Will Hotel*, which has beautiful grounds of 200 acres with waterfalls (adm. 4*d.*). — 21½ m. *Sulby Bridge*, a favourite anglers' resort. — 23½ m. *Lezayre*, with a pretty ivy-covered church containing a runic cross.

25 m. **Ramsey** (*Queen's*, R. & B. 6/6, pens. from 9/6; *Prince of Wales*, R. 3/–4/, D. 3/6, pens. 70/ per week; *Imperial*, pens. 7/; *Mitre*, a comfortable old house; *Bay*; *Ramsey Hydro*, 1 m. N. of the town), a town of 4216 inhab., situated on a magnificent bay with a sweep of 10 m., is the second

holiday-resort on the island, but quieter than Douglas. It has an excellent sandy beach and a pier (adm. 1*d.*) 2300 ft. long. The small tidal harbour (swing-bridge or ferry) divides the main part of the town from North Ramsey, the chief feature of which is the *Mooragh Park*, with its marine lake.

The environs of Ramsey, with its background of mountains, are very attractive. Pleasant walks may be taken to (1 m.) the *Albert Tower* (view); along the coast to the *Ballure Glen*, *Port Lewaigue*, a pretty villa-colony, and (3½ m.) *Maughold Head*, where 38 Celtic and runic crosses are to be seen in the churchyard; and viâ *Glen Auldyn* or over *North Barrule* (p. 447) and along the ridge to *Snaefell* (p. 446). For *Sulby Glen*, see p. 447. — The district to the N. of Ramsey is flat and comparatively uninteresting. Wild orchises and other interesting plants are to be found in the *Curraghs*, the partially drained fenland to the N. of Sulby and Ballaugh; and a drive may be taken viâ *Bride* (*Thor Cross in the churchyard) to (7½ m.) the *Point of Ayre*, the N. extremity of the island, with two lighthouses. The return may be made viâ *Andreas*, which has some inscribed tomb-slabs.

56. THE MANUFACTURING DISTRICTS OF LANCASHIRE AND YORKSHIRE.

This densely populated region is not in the special sense a tourist district, but as the main source of England's industrial wealth and prosperity it is profoundly interesting, and it offers some characteristic aspects of the English social order. Though its industrial activity scarcely makes for beauty, it has attractive interludes and fringes of fresh and picturesque country. The towns, largely of modern growth, offer few antiquities, but their handsome public buildings are typical of British civic architecture and many of them have museums and art-collections of more than merely local importance. The summary routes given in this section are merely a selection from the innumerable routes that a close network of busy railways make possible. Many of the chief towns are linked up by a wide-spread system of electric tramways. The hotels are comfortable though rather of the commercial than of the tourist order. Introductions to some of the great captains of industry add, of course, immeasurably to the pleasure and profit of a visit to these districts.

I. FROM LIVERPOOL TO MANCHESTER.

A. Viâ Newton-le-Willows.

L. & N.W.R. from Lime St. Station (p. 206) to (31½ m.) *Manchester* (Exchange) in 40 min.–2 hrs. (5/6, 2/6); to (11½ m.) *St. Helens* (Shaw St. Station) in 19–38 min. (1/10, 11½*d.*); to (20¼ m.) *Wigan* in 37–75 min. (3/3, 1/7). — This line was completed in 1825–30 by George Stephenson. The chief difficulty was the carrying of the railroad across the spongy surface of Chat Moss, a morass 4 m. wide, which was effected by the construction of a floating embankment of compressed turf.

Liverpool, see Rte. 30. We emerge from the tunnel at (1½ m.) *Edge Hill*, beyond which we enter the *Olive Mount Cutting*, nearly 2 m. long and in some parts 80 ft. deep. — 5¾ m. *Huyton*. About 2 m. N. is *Knowsley*, the princely seat of the Earl of Derby, situated in a park of 2500 acres (open to the public) and containing a noted picture gallery (no adm.). At Huyton diverges the line viâ *Prescot* (George), a watch-making town, to *St. Helens* and *Wigan* (p. 450), followed by the expresses from Liverpool to Carlisle and Scotland.

St. Helens (96,551 inhab.; *Raven*; *Fleece*) is one of the chief centres of the glass industry of the world, noted especially for its plate-glass.

It has also large copper, alkali, and chemical works, and the Beecham's Pills manufactory, and coal is worked in the district. From the Central Station G.C.R. trains run to (25¾ m.) *Manchester* (p. 228) viâ (4½ m.) *Ashton-in-Makerfield* (21,543 inhab.), noted for its locks and hinges, near which is the *Haydock Park* racecourse, and (10½ m.) *Glazebrook* (p. 450); from the L. & N.W.R. station to (5½ m.) *Rainford Junction* (p. 450) and (11½ m.) *Ormskirk* (p. 451) and viâ St. Helens Junction (see below) to (7½ m.) *Widnes* (p. 451) and (9½ m.) *Warrington* (see below).

At (9 m.) *Rainhill* the trial of locomotives, won by Stephenson's 'Rocket,' took place prior to the opening of the new railway. — 12 m. *St. Helens Junction* (see above). — At (14½ m.) *Earlestown Junction*, with the waggon works of the L. & N.W.R., the line to Warrington and Chester (p. 223) diverges on the right. — At (15½ m.) *Newton-le-Willows* or *Newton-in-Makerfield* (18,451 inhab.) we cross the main line of the L. & N.W.R. from Crewe to Carlisle (Rte. 52A). — 18½ m. *Kenyon Junction*, where a branch diverges on the left for (2½ m.) *Leigh*, a cotton and silk manufacturing town (44.103 inhab.), and (10 m.) *Bolton* (p. 452). — Beyond (20¾ m.) *Glazebury* we cross *Chat Moss* (comp. p. 448), now drained and reclaimed for cultivation. — 26½ m. *Patricroft*, with the Britannia Iron Foundry, established by James Nasmyth (1808–90), inventor of the steam-hammer. — 27½ m. *Eccles* (41,944 inhab.; Cross Keys), deriving its name from its old church, is engaged in the cotton, rubber, and engineering trades. The L. & N.W.R. lines from Manchester to *Bolton* (p. 452) and *Wigan* (p. 450) diverge here. — 29½ m. *Cross Lane*. — 31½ m. **Manchester** (Exchange), see Rte. 33.

B. Viâ Warrington.

Cheshire Lines from the Central Station (p. 206) to (34 m.) *Manchester* (Central) in 40–80 min. (5/6, 2/6); to (15¾ m.) *Warrington* (Central) in 25–55 min. (2/10, 1/6). This line is used by the expresses of the M.R., G.N.R., and G.C.R. to London, Hull, etc.

As far as (5½ m.) *Garston* (p. 212) the line, passing five suburban stations, skirts the bank of the Mersey. — At (10½ m.) *Hough Green* a loop-line diverges on the right for (2 m.) *Widnes* (Central; p. 451), rejoining the main line at (13¾ m.) *Sankey*. The non-stop expresses likewise avoid Warrington.

15¾ m. **Warrington** (*Rfmts.*; *Patten Arms*; *Lion*), an ancient town (72,166 inhab.) on the N. bank of the Mersey and Ship Canal, has large ironworks and other factories and is noted for its wire. The *Parish Church* has a tall spire (281 ft.) and a fine monument to Sir John Butler (d. 1463). A statue of Oliver Cromwell, by the bridge, marks the site of his victory over the Scots under the Duke of Hamilton in 1648. The *Town Hall* occupies a fine mansion of 1750. The *Museum & Library* claims to be the first rate-supported library in England (1848).

Warrington Academy, founded in 1757 as a place of higher education for sons of Dissenters, numbered John Taylor, John Aikin (father of Mrs. Barbauld), Dr. Priestley, and Gilbert Wakefield among its tutors, and Thomas Malthus among its pupils. It was dissolved in 1783, but its work is now carried on by Manchester College (p. 312). Warrington

was the place of origin of both Independent and Primitive Methodism, and the first total abstinence society was established here in 1830.

For the L. & N.W.R. (Bank Quay) to *Crewe*, *London*, and *Carlisle*, see p. 397 ; to *Liverpool*, see below; to *Manchester* and to *Chester*, see p. 223.

At (24½ m.) *Glazebrook* the line used by the M.R., G.N.R., and G.C.R. expresses (comp. p. 215) diverges on the right for *Timperley* (5 m. ; p. 451), *Cheadle* (11 m.), *Stockport* (13¼ m. ; Tiviot Dale Station ; p. 251), and *Godley Junction* (18¾ m. ; p. 458), while on the left a branch of the G.C.R. runs to (11¾ m.) *Wigan* (see below) and (14 m.) *St. Helens* (p. 448). — Beyond (25½ m.) *Irlam* we cross the Irwell and the Ship Canal. — 29 m. *Urmston.* — 31½ m. *Trafford Park* (p. 235). — 34 m. **Manchester** (Central), see Rte. 33.

C. Viâ Wigan.

L. & Y.R. from the Exchange Station (p. 206) to (37 m.) *Manchester* (Victoria) in 40 min.–2 hrs. (5/6, 2/6) ; to (19 m.) *Wigan* in ½–1 hr. (3/3, 1/7) ; to (28¾ m.) *Bolton* in 40–75 min. (5/, 2/4½).

We pass *Sandhills* (for the North Docks) and other suburban stations. — The church of (7 m.) *Kirkby* has a Saxon font. — At (12¼ m.) *Rainford Junction* we cross the line from St. Helens to Ormskirk (p. 449). — The non-stop expresses avoid the loop-line through Wigan and Ince.

19 m. **Wigan** (*Rfmts.* ; *Royal* ; *Eagle* ; *Victoria*), a smoke-blackened town (89,152 inhab.) on the little river *Douglas*, is the centre of a rich coalfield producing the valuable 'cannel' coal and has important iron, steel, and engineering works, cotton-mills, and many other factories. The church of *All Saints* has a beautiful tower and interesting monuments. *Mab's Cross*, at the top of Standishgate, is mentioned in Scott's 'Betrothed.' The environs of the town are pleasant.

Haigh Hall, the seat of the Earl of Crawford, contains a fine library of 50,000 volumes and a good collection of pictures (no adm.).

From the L. & Y.R. station trains run to *Southport* (p. 213), to *Chorley* (p. 452), and to *Bolton* (p. 452) ; from the adjacent L. & N.W.R. station to *Crewe*, *London*, and *Carlisle* (see p. 397), to *St. Helens* and *Liverpool* (see p. 448), and to *Manchester* viâ *Eccles* (p. 449) ; and from the G.C.R. station to *Glazebrook* and *Manchester* (see above).

20¼ m. *Ince*, a colliery town (22,034 inhab.). — 21¾ m. *Hindley* (24,100 inhab.), where the Chorley and Bolton lines diverge. Some of the slower trains from Liverpool to Manchester make the detour viâ Bolton. — 26 m. *Atherton* (pop. 18,982) has cotton-mills and collieries. — 34¾ m. *Pendleton*, a residential district. — 36¼ m. *Salford* (p. 231). — 37 m. **Manchester** (Victoria), see Rte. 33.

D. Viâ Widnes and Warrington.

L. & N.W.R. from Lime St. Station (p. 206) to (37¼ m.) *Manchester* (London Road Station) in 1½–2½ hrs. (5/6, 2/6) ; to (18¼ m.) *Warrington* Bank Quay Station) in ½–1 hr. (2/10, 1/6). — No through-expresses by this route.

We pass the suburban stations of *Edge Hill*, *Wavertree*, *Sefton Park*, and *Mossley Hill*. — At (5¾ m.) *Allerton*, junction for (1 m.) Garston (p. 212), we cross the Cheshire Lines (p. 449). — 7½ m. *Speke*. **Speke Hall* (r. ; no adm.), built

in 1598 by Sir Edward Norris, is one of the finest timbered manor-houses in the country and is noted for its carved wainscoting. — 9¾ m. *Halebank*. In the churchyard of *Hale* (right) is buried John Middleton (1578-1623), the 'Childe of Hale' (comp. p. 314), reputed to have been 9 ft. 3 in. in height. — 10¾ m. *Ditton Junction*, where the trains for Runcorn and Chester (comp. p. 215) and the expresses for Crewe and London (p. 251) diverge on the right.

12¼ m. **Widnes** (31,541 inhab.), the chief seat of the alkali industry, with numerous chemical factories, is situated on the N. bank of the Mersey, opposite Runcorn (p. 251), with which it is connected by a transporter bridge across the Mersey and the Ship Canal. From Widnes to *St. Helens*, see p. 449; for the Cheshire Lines trains, see p. 449. — The line now runs parallel with the *Sankey Canal*.

18¼ m. **Warrington** (Bank Quay and Arpley Stations), see p. 449. We cross the Mersey into *Cheshire* (p. 250), and at (20 m.) *Latchford* we cross the Ship Canal (p. 235). — 23½ m. *Lymm* has a quaint market-cross and stocks. — 26½ m. *Dunham Massey*, the seat of the Earl of Stamford. — 29 m. *Altrincham* (Broadheath Station), a pleasant residential town (17,813 inhab.), is noted for its market-gardens. The adjoining town of *Bowdon* has a late-Perp. church with interesting monuments. — We cross the Cheshire Lines from Glazebrook to Stockport (p. 450) and at (29¾ m.) *Timperley* we are joined by the line from Northwich and Chester (p. 223). — 31½ m. *Sale & Ashton-on-Mersey*, beyond which we cross the Mersey. — 34¾ m. *Old Trafford* (p. 235); 36½ m. *Knott Mill & Deansgate*. — 37½ m. **Manchester** (London Road), see Rte. 33.

II. FROM LIVERPOOL TO PRESTON, BLACKBURN, BURNLEY, AND TODMORDEN.

L. & Y.R. from the Exchange Station (p. 206) to (28¾ m.) *Preston* in 35 min.–1¼ hr. (4/6, 2/5); to (35 m.) *Blackburn* in ¾–2 hrs. (5/9, 2/11); to (46¼ m.) *Burnley* (Manchester Road Station) in 1¼–2¾ hrs. (7/9, 3/10½); to (55 m.) *Todmorden* in 1¾–3 hrs. (8/3, 4/1).—This route links together the northernmost towns of the Lancashire industrial district.

2½ m. *Kirkdale*. — 3½ m. *Walton Junction*, where we diverge from the L. & Y.R. to Manchester (p. 450). — 5 m. *Aintree*, with its racecourse, see p. 212. — The 15th cent. church of (7½ m.) *Maghull* has a beautiful spire.

12¼ m. **Ormskirk** (7407 inhab.; *Wheatsheaf*; *King's Arms*; *Talbot*), noted for gingerbread, is the centre of an agricultural district. The *Church, mainly Perp. with Norman remains, is singular in having a tower and spire side by side, and contains the burial chapel of the Stanleys (Earls of Derby).

About 2 m. N. are the scanty remains of *Burscough Priory*; 3 m. N.E. is *Latkom House* (Earl of Lathom), the former seat of the Stanleys, which withstood a famous siege in 1644 under the Countess of Derby (comp. p. 445); and 4 m. N.W. is *Scarisbrick Hall*, built in the Tudor style by the Pugins. — A branch runs S.E. to (6 m.) *Rainford Junction* (p. 450) and (11½ m.) *St. Helens* (p. 448).

14¼ m. *Burscough Junction*, for (8½ m.) Southport (p. 213). — 26 m. *Lostock Hall*. From (26¾ m.) *Preston Junction*

most trains run into (28¾ m.) **Preston** (p. 397), whence they back out again to resume their course from Preston Junction (thus adding 3¾ m. to the direct distances given below). Other trains proceed direct to (27 m.) *Bamber Bridge*, without touching Preston.

Near (30 m.) *Hoghton* is the ruined *Hoghton Tower*, where James I is said to have knighted the loin of beef (' sirloin ').

35 m. **Blackburn** (p. 453). — 40½ m. *Accrington* (p. 454). — At (45 m.) *Rose Grove* the line to Skipton (p. 454) diverges. — 46¼ m. **Burnley** (*Rfmts.*; Manchester Road Station; p. 454). — 47 m. *Towneley*, with the beautiful park and mansion of the Towneley family. — 49¾ m. *Holme*, in a rugged district. At (55 m.) **Todmorden** (p. 455) we join the L. & Y.R. from Manchester to Bradford.

III. FROM MANCHESTER TO BOLTON, BLACKBURN, AND HELLIFIELD.

L. & Y.R. from Victoria Station (p. 228) to (10¾ m.) *Bolton* (Trinity St.) in 20–40 min. (2/, 10½*d.*); to (24½ m.) *Blackburn* in ¾–1½ hr. (4/6, 2/0½); to (48¾ m.) *Hellifield* in 1½–2¾ hrs. (8/6, 4/0½). — Bolton (Gt. Moor St.) is reached also by the L. & N.W.R. from Manchester (Exchange) in ¾ hr.

Manchester, see Rte. 33. — ¾ m. *Salford* (p. 231). — At (2½ m.) *Pendleton* (p. 450) the Liverpool line diverges on the left, and at (4½ m.) *Clifton Junction* the Bury and Burnley line (p. 454) diverges on the right. Our line follows the valley of the *Irwell*. — 8½ m. *Farnworth* (28,131 inhab.) has cotton-mills, coal-mines, and machine-works.

10¾ m. **Bolton** (*Rfmts.*; *Halliwell Lodge*, 2 m. from the station; *Swan*; *Commercial*; *Pack Horse*), an ancient town (180,851 inhab.) surrounded by bleak moors, and one of the oldest seats of the woollen trade, is now the chief centre of the fine cotton-spinning industry (cambrics, muslins, shirtings, etc.), though it carries on also many other branches of industry. Here Richard Arkwright (p. 397), who was a barber in Church Gate, invented his water-frame in 1768, and Samuel Crompton, a native of Bolton, brought out his spinning-mule in 1779. The chief public buildings are the *Town Hall* (1873), the *Market Hall* (1855), and the *Grammar School* (founded 1641); while the open spaces include the *Queen's Park*, with the Chadwick Museum of natural history, the *Thomasson Park*, with an art gallery, museum, and library, and the splendid *Lever Park* (400 acres; 6 m. S.E.).

The town was sacked in 1644 by Prince Rupert and the Earl of Derby, and when the latter (p. 443) was captured at the battle of Worcester seven years later he was sent to Bolton and beheaded opposite the ' Man & Scythe ' in Church Gate. About 2 m. N. is *Hall-i'-th'-Wood*, a picturesque half-timbered house in which Crompton hid his invention during the machine-breaking riots. Another interesting old manor-house is *Smithills Hall*, 2½ m. N.W.

From Bolton to Preston, 20 m., L. & Y.R. in 30–50 min. (3/6, 1/8); through-trains from Manchester to Blackpool and Fleetwood. — 2¾ m. *Lostock Junction*, where the trains to Wigan and Liverpool diverge (comp. p. 450). — 6¼ m. *Blackrod*, junction for (1¼ m.) *Horwich* (16,285 inhab.), with bleaching-works, cotton-mills, and collieries, near which are the *Rivington Reservoirs*, supplying Liverpool, and *Rivington Pike* (1545 ft.; fine view). — 11¼ m. **Chorley** (*Royal Oak*), a cotton-

weaving (fine yarns) and calico-printing town (30,315 inhab.), 1½ m. S. of which is *Duxbury Hall*, the former seat of the Standish family and the probable birthplace of the doughty Myles Standish (1584–1656), who founded the colony of New Plymouth. — Immediately beyond (14½ m.) *Euxton* we join the main line of the L. & N.W.R. — 16 m. *Leyland* (p. 397). — 20 m. *Preston* (p. 397).

From the L. & Y.R. station in Trinity St. trains run to *Wigan, Liverpool*, and *Southport* (comp. p. 450), and to *Bury* and *Rochdale* (comp. p. 454), from the L. & N.W.R. station in Great Moor St. to *Eccles* and *Manchester* (p. 449) and to *Kenyon Junction* and *Liverpool* (p. 449).

Beyond Bolton the line crosses bleak moors, diversified by picturesque ravines. — 16¾ m. *Entwistle*. — 20¼ m. *Darwen* (40,332 inhab.; Angel) has cotton-mills, paper-factories, and coal-mines. The India Mill Chimney is 303 ft. in height.

24½ m. **Blackburn** (*Rfmts.*; *Old Bull*; *White Bull*), an important industrial town (133,052 inhab.), perhaps the greatest cotton-weaving centre in the world, is noted especially for its calicoes ('dhooties'), which are mostly exported to India. It has also a number of textile machine-works. James Hargreaves (d. 1778), the inventor of the spinning-jenny, was a Blackburn weaver, but, his house and machinery being destroyed by the mob, he set up his works at Nottingham (comp. p. 366). Another famous native is Viscount Morley of Blackburn (b. 1838). The chief buildings are the handsome Parish Church (1826), the Town Hall, the Exchange, and the Library, Museum, & Art Gallery.

Branch lines diverge W. to *Preston* and E. to *Accrington, Burnley*, and *Todmorden* (comp. p. 452); also S.W. to (9¾ m.) *Chorley* (p. 452).

Beyond Blackburn we leave the smoky industrial districts behind us and emerge into the pleasant valley of the *Ribble*. — About 3 m. N.W. of (27½ m.) *Wilpshire* is *Ribchester*, with well-defined traces of a Roman station. — 31¾ m. *Whalley* (Swan; Whalley Arms) has the remains of a once splendid Cistercian abbey, whose last abbot was hanged in 1537. The interesting church, in the Dec. and Perp. styles, has fine woodwork and three Saxon churchyard crosses.

About 4 m. N.W. of Whalley (cab 6/), beautifully situated near the junction of the *Hodder* and *Calder* with the Ribble, is Stonyhurst College (adm. on previous application; small fee), the premier Roman Catholic school in England (400 boys), founded by the Jesuits at St. Omer in 1592 and transferred hither in 1794. It includes a seminary of theological students and a preparatory school at Hodder, and forms a well-nigh self-supporting little colony. The nucleus of the extensive buildings is the Elizabethan manor-house built by Sir Richard Shireburn in 1592. The library of 30,000 vols. includes copies of Froissart's 'Chronicles' and Caxton's 'Golden Legende,' and other early works; among the curiosities are Mary Stuart's Horæ and More's hat and seal. In the quaint gardens, with bowling-green and yew hedges, is an observatory. The nearest village is *Hurst Green* (Shireburn Arms).

35¼ m. *Clitheroe* (12,500 inhab.; Swan; Starkie's Arms) retains the shell of a Norman castle, commandingly situated on a limestone rock. To the E. rises *Pendle Hill* (1830 ft.; *View), associated with the 'Lancashire Witches' (comp. Harrison Ainsworth's novel). A splendid walk may be taken across the moors and fells of the *Forest of Bowland* to (25 m.) Lancaster (p. 398), viâ the charming hamlet of (10 m.) *Whitewell* (Whitewell Hotel, good, pens. 11/6), on the Hodder. —

37¼ m. *Chatburn*. About 2 m. N. are the remains of *Sawley Abbey*, a Cistercian house, founded in 1147, the ground-plan of which has been carefully excavated. — 42½ m. *Gisburn*. — At (48¾ m.) **Hellifield** we join the main line of the M.R. to Carlisle (p. 409).

IV. FROM MANCHESTER TO BURY, BURNLEY, AND SKIPTON.

L. & Y.R. from Victoria Station (p. 228)tc (10½ m.) *Bury* (Bolton St.) in ¼ ½ hr. (1/6, 9*d*.) ; to (22¾ m.) *Accrington* in 1–1¼ hr. (3/7, 1/9½) ; to (29 m.) *Burnley* (Bank Top Station) in 1 hr. 5 to 1 hr. 40 min. (4/7, 2/3½) ; to (34½ m.) *Colne* in 1½–2 hrs. (5/6, 2/9) ; to (45½ m.) *Skipton* in 2–3 hrs. (6/3, 3/4).

Beyond (4½ m.) *Clifton Junction* (p. 452) we leave the Bolton line on the left and cross the rich Lancashire coalfield. — At (7¾ m.) *Radcliffe Bridge* we cross the *Irwell*. — 10½ m. Bury (*Derby*), a flourishing town (58,648 inhab.) engaged in manufacturing cotton, with paper-making, dyeing, and engineering as subsidiary occupations. Calico-printing was introduced into Lancashire by Robert Peel, whose grandson, the prime minister (1788–1850), was born at Bury and is commemorated by a statue in the market-place. A handsome monument in Kay Gardens commemorates John Kay (fl. 1733–64), inventor of the fly-shuttle, who was mobbed by his townsmen and died a pauper in France. The finest public building is the *Art Gallery, Museum, & Public Library* (open daily from 10.30 A.M. ; Sun. 2–5), with the important Wrigley Collection of paintings, water-colours, engravings, and sculptures.

Bury is reached from Manchester (Victoria) also viâ (4½ m.) *Prestwich*, with *Heaton Hall*, formerly the seat of the Earl of Wilton, and (7½ m.) *Radcliffe*, with a Norman church and a ruined tower. — From the Knowsley St. station lines run W. to (6 m.) *Bolton* (p. 452) and E. to (6¾ m.) *Rochdale* (p. 455).

The line now ascends the picturesque valley of the Irwell, " the most long-suffering stream in the kingdom." — At (14½ m.) *Ramsbottom* (Grant Arms) were the printing-works of Messrs. Grant, the originals of the Cheeryble Brothers in ' Nicholas Nickleby.' Hence a branch diverges E. through the *Forest of Rossendale*, a picturesque moorland district, for (3½ m.) *Rawtenstall* (Queen's ; pop. 30,516) and (7½ m.) Bacup (*Market* ; *King George the Fifth* ; *Swan*), a modern cotton spinning and weaving town (22,318 inhab.), near the source of the Irwell. Thence to Rochdale, see p. 455.

22¾ m. Accrington (45,029 inhab. ; *Rfmts.* ; *Hargreaves Arms*) is engaged in the manufacture of cotton and textile machinery and in calico-printing, and has direct railway connection with Blackburn, Todmorden, etc. (p. 452). — 27½ m. *Rose Grove* (p. 452).

29 m. Burnley (*Rfmts.* ; *Bull* ; *Thorn*), an important town (106,765 inhab.) situated in a pretty district, is blackened by its coal, cotton, and iron industries. The parish church contains the monument of Charles Towneley (d. 1805), the collector of the Towneley Marbles at the British Museum. Gen. Sir James Yorke Scarlett, who commanded the Heavy Brigade at Balaclava, died in 1871 at Bank Hall, opposite the grammar school. At *Hurstwood*, 2 m. E. of Burnley, is ' Spenser's House,' where the poet is said to have written ' The Shepheard's Calendar ' (1579). Burnley has another station (Manchester Road) on the line from Blackburn to Todmorden (p. 452).

32½ m. *Nelson* (39,479 inhab.), a rapidly growing and well-built town, is now one of the chief cotton-weaving centres in Lancashire. — 34½ m. *Colne* (25,689 inhab. ; Swan), perhaps the Roman *Colunio*, is noted for its muslins and calicoes. To the W. rises Pendle Hill (p. 453) and to the E. extend the Haworth moors (p. 408). — Beyond (36½ m.) *Foulridge* we enter *Yorkshire* (p. 459). — 45½ m. Skipton (p. 408).

V. FROM MANCHESTER TO ROCHDALE, HALIFAX, AND BRADFORD.

L. & Y.R. from Victoria Station (p. 228) to (10½ m.) *Rochdale* in 20–30 min. (1/10, 10½*d*.) ; to (32¾ m.) *Halifax* in 50 min.–1¾ hr. (5/3. 2/8½) ; to (41 m.) *Bradford* (Exchange) in 1¼–2 hrs. (6/3, 3/4).

1½ m. *Miles Platting.* — 2¾ m. *Newton Heath.* — 5¼ m. *Middleton Junction*, where a branch diverges on the left for (1 m.) *Middleton* (Boar's Head), a cotton-spinning, silk-weaving, and calico-printing town (27,980 inhab.), with a church containing interesting brasses and stained glass.

10½ m. **Rochdale** (*Rfmts.*; *Wellington*; *Duckworth's*; *Railway*), with 91,428 inhab., is a great seat of the cotton and wool industry, noted for its blankets, calicoes, and flannels. Iron-founding, machine-making, and stone-quarrying are also carried on. John Bright (1811–89), the son of a Rochdale mill-owner, was born, lived, and is buried (in the Friends' graveyard) at Rochdale and is commemorated by a statue. The co-operative movement originated at Rochdale in 1844 with the foundation of the Society of Equitable Pioneers. The chief public buildings are the *Town Hall*, a fine building by Waterhouse (1871), the *Art Gallery*, and the *Free Library*.

The environs of the town, especially the valleys of the *Roch* and *Spodden*, are very picturesque. — Branches run N. to (9 m.) *Bacup* (p. 454) and S. to (7¼ m.) *Oldham* (p. 235); to *Bury* and *Bolton*, see p. 454.

The line now runs parallel with the *Rochdale Canal.* — 13¾ m. *Littleborough*, near which are *Hollingworth Lake*, a popular pleasure-resort, and *Blackstone Edge* (fine view).

19¼ m. **Todmorden** (*Queen's*; *White Hart*), a cotton-spinning town (25,404 inhab.), lies on the border of Lancashire and *Yorkshire* (p. 459). To Preston and Liverpool, see Rte. 56 (ii). — We now descend the picturesque *Vale of Todmorden*, watered by the *Calder.* — 23½ m. *Hebden Bridge* (White Horse), 3 m. N.W. of which are *Hardcastle Crags*, a favourite resort. — 28¾ m. *Sowerby Bridge* (Rfmts.).

From Sowerby Bridge to Normanton, 22 m., L. & Y.R. in 40–70 min. (4/, 1/10½). — This line descends through an important woollen-manufacturing district in the valley of the Calder. — 5½ m. *Brighouse*, junction for (5¼ m.) Hnddersfield (p. 457). — Near (7¾ m.) *Cooper Bridge* is *Kirklees*, with the remains of a Cistercian nunnery and the alleged grave of Robin Hood. — 9¾ m. *Mirfield* (comp. p. 457), with cotton and woollen mills, is the junction for (10¾ m.) Bradford (p. 456). — 12 m. *Thornhill*, junction for (1¾ m.) Dewsbury (p. 457), has an interesting church with Perp. stained glass and monuments of the Savile family. — 19 m. Wakefield (Kirkgate Station; p. 405). — 22 m. *Normanton* (p. 405).

From Sowerby Bridge a branch runs S. through the beautiful *Vale of Ripponden* to (3¾ m.) *Rishworth* (Derby Inn), amid the *Rishworth Moors*.

Beyond Sowerby Bridge the Bradford line turns to the N. viâ (30¾ m.) *Copley*.

32¾ m. **Halifax** (*Rfmts.*; *White Swan*; *Old Cock*, with old chimney-piece and oak panelling; *Maude's Temperance*), a town of 101,553 inhab. in a very hilly situation, ranks as fourth in importance among the clothing towns of the West Riding and is second only to Bradford for worsteds. It has also carpet-factories, cotton-mills, and machine-works. The parish church of *St. John*, a 15th cent. Perp. building, contains a quantity of black oak and a monument to Bp. Ferrar (d. 1555), the martyr, a native of Halifax. The *Town Hall* is a Palladian structure by Barry (1862). *All Souls*, on Haley Hill, one of Sir Gilbert Scott's best works, has a spire

246 ft. high. In the *Central Library & Museum* is a model of the celebrated Halifax Gibbet, the precursor of the guillotine, by which cloth-stealers were summarily executed down to 1650 ("From Hell, Hull, and Halifax, Good Lord, deliver us!"). Defoe wrote part of 'Robinson Crusoe' at the Rose & Crown in Back Lane.

38 m. *Low Moor* is the junction of lines to (11 m.) **Leeds** (p. 406) and to *Dewsbury*, *Mirfield*, and *Huddersfield* (p. 457). The heaps of shale and cinders are the refuse of the great Low Moor Ironworks (4000 hands). — 39¾ m. *Bowling Junction*, also with important iron-works.

41 m. **BRADFORD,** a city of 288,458 inhab., situated in a basin at the head of a wide valley and usually covered with a pall of smoke, is the great centre of the worsted trade, with a vast number of warehouses and mills producing worsted yarn and every kind of fabric made from wool, worsted, mohair, and alpaca. Its population increased during the 19th cent. more rapidly than that of any other town in the country except Middlesbrough.

Railway Stations (*Rfmts.* at both). *Midland*, Market St., for M.R. and N.E.R. trains; *Exchange*, Leeds Road and Bridge St., for the G.N.R., G.C.R., and the L. & Y.R.

Hotels. Midland, at the Midland Station; Victoria, at the Exchange Station; Talbot, Kirkgate; George, Market St.; Alexandra, Great Horton Road; Imperial, Manchester Road; Metropole, Forster Square, unlicensed.

Restaurants. *Boar's Head*, Kirkgate; *Orient*, Tyrrel St.

Post Office, Forster Square (telegraph office always open). — American Consul, *Augustus E. Ingram*, 59 Swan Arcade; vice-consul, *Richard B. Nicholls.*

Theatres. *Theatre Royal*, Manningham Lane; *Princes*, St. John St. — Music Halls. *Palace*, Manchester Road; *Empire*, Great Horton Road.

Bradford is devoid of antiquarian interest, but the modern streets and public buildings are handsome. Chief of the latter is the *Town Hall*, built by Lockwood Mawson in 1873 in the mediæval Gothic style, with statues of the sovereigns of England on the façade and a campanile 200 ft. in height. Other important buildings are the *Exchange* (1864), in Market St.; *St. George's Hall* (1853), in Bridge St., used for meetings and concerts; the *Free Library*, in Darley St.; and the *Technical College* (1882), in Great Horton Road. *St. Peter's*, the parish church, a Perp. building of the late 15th cent., contains a fine oak roof and a good monument by Flaxman. The *Grammar School*, at the top of Manor Row, was refounded by Charles II in 1662. In Lister Park (53 acres), N.W. of the town, are the *Art Gallery & Museum* and the *Cartwright Hall*, presented by Lord Masham in honour of Dr. Edmund Cartwright (1743–1823), reputed inventor of the power-loom.

At *Thornton*, 4 m. W. of the centre of the city, is the house where Charlotte, Emily, Anne, and Branwell Brontë were born (opposite the Mechanics' Institute in the High St.; tablet). — *Bolling Hall*, an old manor-house, now a museum of antiquities, is the ancestral home of the wife (née Edith Bolling) of President Wilson.

From Bradford to *Shipley* (Skipton, Leeds, etc.), see p. 408. — The shortest route from Bradford (Exchange) to *Leeds* (Central; p. 406) is by the G.N.R., 10½ m. in ¼–½ hr.; an alternative route (17¾ m.) passes *Morley* (p. 458) and *Drighlington*, ½ m. N. of Oakwell Hall (p. 457).

VI. FROM MANCHESTER TO HUDDERSFIELD AND LEEDS.

L. & N.W.R. from the Exchange Station (p. 228) to (25¾ m.) *Huddersfield* in ¾–1¼ hr. (4/3, 2/3); to (33¾ m.) *Dewsbury* in 65 min.–2 hrs. (5/6, 2/10); to (43 m.) *Leeds* in 1¼–2½ hrs. (7/, 3/7).

We pass the suburban stations of *Miles Platting*, *Park*, *Clayton Bridge*, and *Droylsden*. 6½ m. Ashton-under-Lyne (*Rfmts.*; *Old Boar's Head*; *George & Dragon*) is a busy town (45,172 inhab.) engaged in all branches of the cotton trade, hat-making, silk-weaving, dyeing, and engineering. The parish church contains old stained glass. Besides the Charlestown Station (L. & Y.R.) Ashton has two other stations: Oldham Road, on the L. & N.W.R. from Manchester and Stockport to Oldham (p. 235); and Park Parade, on the G.C.R. from Manchester to Stalybridge.

8 m. Stalybridge (*White House*; *Castle*), in Cheshire, a modern town (26,513 inhab.) on the *Tame*, is busily engaged in cotton spinning and manufacturing, and has iron and engineering works. It is connected with Manchester also by tramway and by the G.C.R. viâ *Dukinfield* and *Guide Bridge* (p. 458).

At Stalybridge we join the main line of the L. & N.W.R. from Stockport (p. 251) and ascend the deep valley of the *Tame*, in a moorland district, the numerous villages of which are engaged in the woollen manufacture. The valley is followed by two lines of railway, a road, and the Huddersfield Canal. At (12¾ m.) *Greenfield* a branch comes in on the left from Oldham (p. 235). We enter *Yorkshire* (p. 459). — 13¾ m. *Saddleworth* (12,603 inhab.; Commercial) is noted for its fine cloths, kerseymeres, flannels, and shawls. — Between (15 m.) *Diggle* and (18¾ m.) *Marsden* the railway passes through the *Standedge Tunnel*, the third-longest in England (3 m. 60 yds.; comp. p. 379). The canal also pierces the hill by a tunnel 3½ m. long. We now descend the valley of the *Colne*. — 21½ m. *Slaithwaite*, with a small spa, frequented for skin-diseases, is situated in the midst of fine scenery.

25¾ m. Huddersfield (*Rfmts.*; *George*; *Queen*; *Cherry Tree*), a well-built town (107,821 inhab.) on the Colne, with fine wide streets, has a large number of worsted and cloth mills, a few silk and cotton factories, and the works of the British Dyestuffs Corporation. Over 300 miles of cloth were produced here weekly during the War for the Allied armies. Opposite the station is a statue of Sir Robert Peel by Theed. The chief buildings are the Town Hall (1882); the Technical School (1884); and the Public Library & Art Gallery. Beaumont Park is the pleasantest open space.

Tramways run to *Marsden*, *Halifax*, etc., and pleasant excursions may be made in the pretty environs to *Almondbury Camp* and *Woodsome Hall* (Earl of Dartmouth); *Slack*, the Roman Camhodunum; etc.

From Huddersfield a branch of the L. & Y.R. runs S.E. to (13½ m.) *Penistone* (p. 458) viâ (4½ m.) *Brockholes*, where a branch diverges for (2 m.) *Holmfirth* (Victoria), in a very picturesque district. From (9½ m.) *Denby Dale*, the station before Penistone, a beautiful walk leads past *Cannon Hall*, the seat of the Stanhopes, to (4 m.) the pretty village of *Cawthorne*. — Other trains of this company run to *Halifax* (p. 455) and *Bradford* (p. 456). — A short branch of the L. & N.W.R. to (6¼ m.) *Kirkburton* opens up another very pleasant district.

An alternative line of the L. & N.W.R. from Huddersfield to Leeds passes (7½ m.) *Heckmondwike*, one of the chief centres of the carpet and blanket industry. This is a good starting-point for the district described in Charlotte Brontë's 'Shirley': 2 m. S.W. is *Roehead*, with Miss Wooller's school, where Charlotte was a pupil in 1831–32 and a teacher in 1835–38; at *Hartshead*, 1 m. N. of this, is 'Nunnely Church'; *Birstall*, 2½ m. N. of Heckmondwike, is 'Briarfield'; the Red House at *Gomersal*, ½ m. W. of Birstall, is 'Briarmains'; and *Oakwell Hall*, ½ m. N. of Birstal and ½ m. S. of Drighlington Station (p. 456), is 'Fieldhead.'

30¾ m. *Mirfield* has another station on the L. & Y.R. from Manchester to Wakefield (p. 455). We now leave the valley of the *Calder*.

33¾ m. Dewsbury (*Royal*; *King's Arms*), with 53,351 inhab., is a seat of the heavy woollen industry, with cloth, blanket, carpet, and shoddy factories. The church contains some old glass. Dewsbury is connected by the G.N.R. with Batley, Leeds, Bradford, Wakefield, etc., and by the L. & Y.R. with Halifax, Manchester, Heckmondwike, and Bradford.

35 m. Batley (*Station*; *Wilton Arms*; *Crown*), with 36,389 inhab., is the

centre of the heavy woollen district of the West Riding and the headquarters of the shoddy industry, with numerous collieries and engineering works. G.N.R. trains run to Bradford and Wakefield, and a branch of the L. & N.W.R. to (2 m.) Birstall (p. 457). — 38¼ m. *Morley* (pop. 24,282) is another woollen-cloth town. Mr. Asquith was born at Croft House here, in 1852. — 43 m. Leeds (New Station), see p. 406.

VII. FROM MANCHESTER TO BARNSLEY AND SHEFFIELD.

G.C.R. from London Road or Central Station (p. 228) to (35¼ m.) *Barnsley* in 1¼–2 hrs. (4/9, 2/11½); to (41¼ m.) *Sheffield* in 1–2 hrs. (5/7, 3/5). — From Manchester to Sheffield viâ the Peak District (M.R.), see Rte. 49c.

At (¾ m.) *Ardwick* we leave the L. & N.W.R. on the right. — Beyond (5 m.) *Guide Bridge*, junction for Oldham and Stalybridge, we enter *Cheshire* (p. 250). — 8¼ m. *Godley Junction*, where we are joined by the Cheshire Lines from Stockport, Glazebrook, and Liverpool (p. 450). — 9¾ m. *Mottram*, with a fine Perp. church. We now enter **Longdendale*, watered by the *Etherow* (dividing Cheshire from Derbyshire) and showing scenery of a very high order. — At (12 m.) *Dinting* the railway crosses the valley by a fine viaduct.

A branch-line runs hence to (1 m.) Glossop (*Norfolk Arms*; *Howard Arms*), a busy Derbyshire town (21,688 inhab.) with cotton-mills and calico-printing works. *Glossop Hall*, in the style of a French château, is the residence of Lord Howard of Glossop. The town is situated near the N. fringe of the Peak District and is a good starting-point for the ascent of Kinderscout (p. 380). Road to Ashopton, see p. 379.

Between (12¾ m.) *Hadfield* and (19¼ m.) *Woodhead*, near the source of the *Derwent*, is a long series of reservoirs supplying Manchester with water. The railway now enters the *Woodhead Tunnel* (3 m. 13 yds.), which pierces the hard millstone grit of the Pennine Chain, or 'backbone of England,' and emerges in *Yorkshire* (p. 459). — 22¼ m. *Dunford Bridge* lies near the source of the *Don*, the rocky valley of which is followed by the railway to Sheffield.

28¼ m. **Penistone** (*Rfmts.*; *Wentworth Arms*; *Rose & Crown*), a bleak little town with the steel-works of Messrs. Cammell & Co. and a fine Dec. church. A walk may be taken across the moors to *Ashopton* (see p. 379).

From Penistone to *Huddersfield* (L. & Y.R.), see p. 457.

The Barnsley branch of the G.C.R., diverging here to the left, passes through a beautiful district which is also one of the richest coalfields in England. Its centre is (3 m.) *Silkstone*, with an interesting Norman and Dec. church containing a memorial to Joseph Bramah (1748–1814), the mechanical inventor. — 7¼ m. Barnsley (*Royal*; *Queen's*), a town (50,614 inhab.) that has earned the epithets of 'bleak' and 'black,' is one of the chief seats of the linen-manufacture and is engaged also in coal-mining, mining engineering, and the ready-made clothing and down quilt industries. About 3 m. S.W. is *Wentworth Castle*, with an important picture-gallery (adm. in the absence of the family, on application to the housekeeper). Barnsley is connected with the main line of the M.R. by a short branch to *Cudworth* (p. 405); another M.R. line runs to *Chapeltown* and *Sheffield*, while the G.C.R. has lines to *Sheffield* and to *Wakefield* and *Leeds*, the L. & Y.R. to *Wakefield*, *Dewsbury*, and *Leeds*, and the Hull & Barnsley line to *Cudworth*, *Howden*, and *Hull*.

Beyond Penistone the Don valley is somewhat disfigured by collieries and iron-works. — 32¼ m. *Wortley*, near which is *Wortley Hall* (Earl of Wharncliffe). The line now runs for

4 m. through the picturesque *Wharncliffe Woods (open on Mon., Wed., and Sat.), which may be visited from Wortley, from (33¼ m.) *Deepcar*, or from (36½ m.) *Oughty Bridge*. About 1½ m. N. of the last is *Wharncliffe Lodge*, in which Lady Mary Wortley Montagu lived for some time after her marriage. A shallow rocky recess below the natural terrace extending along the *Wharncliffe Crags* (view) is pointed out as the den of the 'Dragon of Wantley' (perhaps a corruption of 'Wharncliffe'), slain by More of *More Hall*, a mansion on the opposite bank of the Don. — 41¼ m. **Sheffield** (Victoria), see p. 402.

57. FROM LEEDS TO SKIPTON VIÂ ILKLEY. WHARFEDALE.

28 m. M.R. in 1¼–2 hrs. (3/8, 2/3½); to (14½ m.) *Otley* in ¾ hr. (1/9, 1/); to (16 m.) *Ilkley* in ½–1 hr. (2/, 1/4). The service from Bradford (p. 456) is very similar. — Otley (13 m.) and Ilkley (19 m.) may be reached also by the N.E.R. (similar fares), the trains diverging from the Harrogate line at (9 m.) *Arthington* (p. 463). — For the direct Midland route to Skipton (26 m.), see p. 408.

Motor Route, 29 m. We leave Leeds by Woodhouse Lane. — 2½ m. *Headingley* (p. 407). — 8½ m. *Otley* (see below). — 6 m. **Ilkley** (p. 460). — 3 m. *Addingham* (p. 460). — 3 m. *Bolton Bridge*, ½ m. S. of *Bolton Abbey* (p. 460). — 6 m. **Skipton** (p. 408). [Or from Addingham direct to Skipton, 6 m.]

This and the four following routes lie wholly in **Yorkshire**, the largest county in England, which excels both in area (c. 6000 sq. m.) and wealth many Continental principalities. The county is divided into three *Ridings* (i.e. 'thridings' or thirds), which meet near the city of York. The West Riding, the largest, is the seat of the great woollen and iron industries of Yorkshire. The East Riding, much the smallest, is predominantly agricultural. The North Riding includes the iron district of Cleveland, but otherwise is agricultural, except where occupied (like much of the N. part of the West Riding) by stretches of semi-mountainous moors. Yorkshire is noted for the scenery of its dales (Rtes. 57, 63), its moors, and its coasts (Rte. 60); and, in another direction, for the sturdy character and well-marked dialect of its natives. No part of England contains more important monastic remains; those of the great Cistercian abbeys are unequalled in Europe.

Leeds (Wellington Station), see p. 406. We diverge to the right from the main line beyond (6 m.) *Calverley* (p. 408). 10 m. *Guiseley*, where the Shipley and Bradford line (p. 408) comes in, is the junction for Otley (4½ m.; actual point of divergence at *Menston*).

Otley (9844 inhab.; *Royal White Horse*), situated on the lower *Wharfe*, manufactures worsteds, paper, and printing-machines. The restored Perp. church preserves some Norman details and contains monuments of the Fairfax family. To the S. rises the *Chevin* (925 ft.), affording a good view of the Wharfe valley and the line of hills to the N. and N.W. — About 1½ m. N.E. is *Farnley Hall*, an Elizabethan mansion (1581) containing an extensive *Collection of water-colours and other works by Turner, who frequcutly visited his friend Walter Fawkes here (formerly shown on written application). There are also pictures by Velazquez, Rubens, and Reynolds, and various historical relics, including a hat and watch of Cromwell, the sword he carried at Marston Moor, and the swords of Ireton and Fairfax.

Denton Park (rebuilt after 1734), the birthplace of Gen. Fairfax (1612–71), is seen to the right, on the other side of the *Wharfe*, beyond (13 m.) *Burley*. — 15½ m. *Ben Rhydding*

(Ben Rhydding Hydro-Hotel, with large grounds, from 84/ a week; Highfield), finely situated on the N. slope of Rombald's Moor (see below), is a health resort.

16½ m. **ILKLEY** (7992 inhab.), identified with the Roman *Olicana*, is a much frequented inland watering-place (highest point 750 ft.), notable for its attractive combination of river, valley, and hill.

Hotels. MIDDLETON, on the Wharfe, ¼ m. from the railway station, R. from 5/, L. 3/, D. 4/6; CRESCENT; WELLS HOUSE, pens. from 80/6 per week; ROYAL; LISTER'S ARMS. — Hydropathics. CRAIGLANDS; ROCKWOOD, from 56/; MARLBOROUGH HOUSE, 9/6 per day, from 56/ per week; THE SPA; TROUTBECK; STONEY LEA, charges reduced in winter. — *Lodgings* abundant.

Post Office, Wells Road, near the rail. station.

Coaches and **Chars-à-Bancs** run to *Bolton Abbey* and many other points.

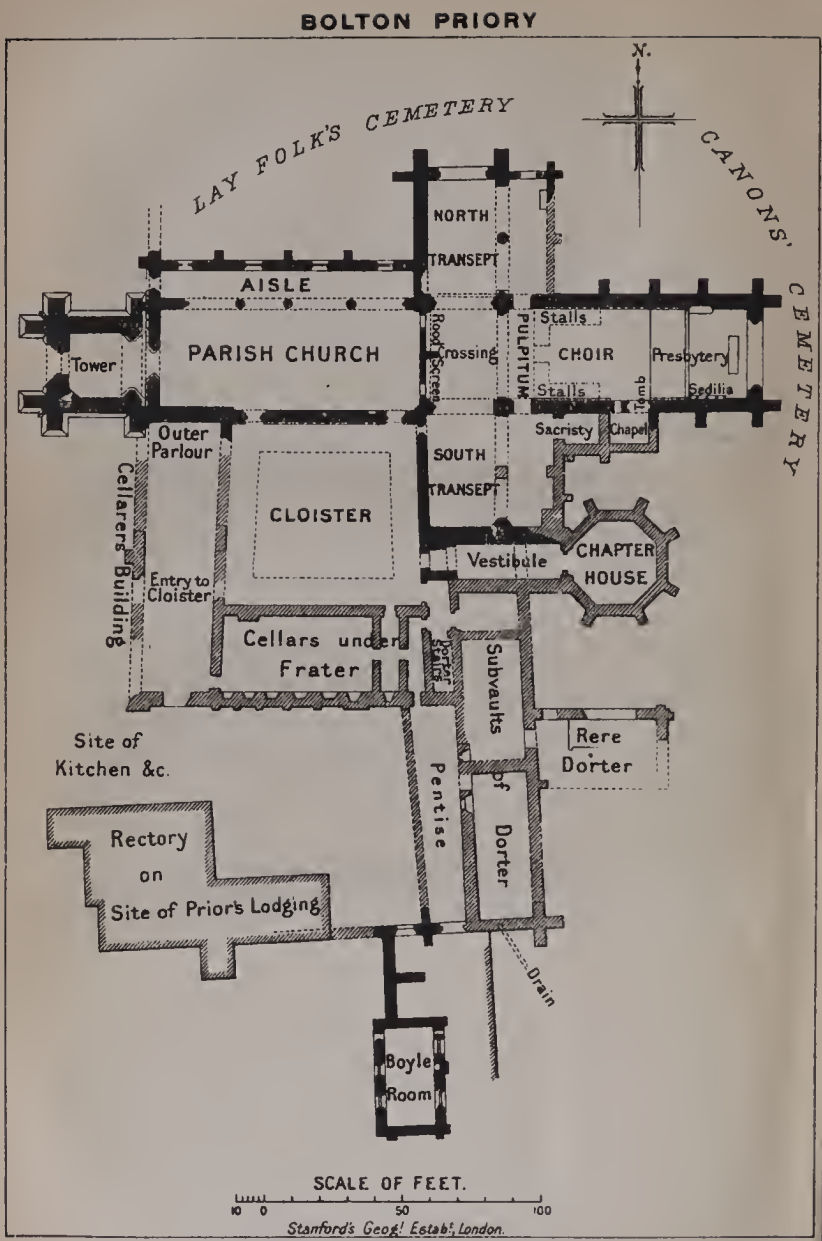
A little to the N. is the late-Perp. parish church of *All Saints*, with three Saxon crosses in the churchyard. To the W. of this is the *Museum* (free on Tues., Thurs., and Fri., 2*d.* on other week-days), containing antiquities and collections of Wharfedale natural history. To the N. of *St. Margaret's Church*, in the S. part of the town, is a singularly fine example of a rock with 'cup and ring' markings, deposited here for safety. — The water of the *Old White Wells*, ¾ m. S. of the station, has no very marked quality (bath 6*d.*).

Ilkley is an excellent centre from which to make excursions in Wharfedale and on the breezy moors which adjoin it. Bolton Abbey and the beautiful part of the valley up to Barden may be comfortably visited in one day viâ Bolton Abbey Station (comp. below). The best road-route to the abbey is that on the N. (r.) bank of the Wharfe, viâ *Nerfield* and *Beamsley* (5 m.). — Among the points of interest in the immediate environs are the *Panorama Rocks* (view), 1 m. S.W. of the railway station; *Heber's Ghyll* (1½ m.), in the same general direction and easily combined in the same round; the *Cow & Calf Rocks*, 1 m. S.E. (above Ben Rhydding; view of Wharfedale); and the tower near the highest part of *Rombald's Moor* (1323 ft.; wide view), 2 m. S.

Beyond Ilkley the railway skirts the Wharfe to (19½ m.) *Addingham*, opposite *Beamsley Beacon* (1341 ft.), on the other side of the river. — 22 m. *Bolton Abbey Station*, 1½ m. from the abbey (seat in public car 6*d.*). — 25 m. *Embsay*, with quarries. — 28 m. **Skipton**, see p. 408.

BOLTON ABBEY AND WHARFEDALE.

From *Bolton Abbey Station* (see above) we follow the road to the E. (r.) to (¾ m.) the *Devonshire Arms* (R. from 5/, L. 2/6, D. from 3/6), where we turn to the left (N.). Beyond the (½ m.) post office we enter the grounds containing Bolton Abbey and Bolton Hall by what is known as the 'Hole-in-the-Wall.' ***Bolton Abbey**, or (more accurately) *Bolton Priory* (open on week-days, 10–5; Sun. for service only), an Augustinian foundation of c. 1120, was removed from Embsay (see above) to its present site in 1151, in consequence (says legend) of the death at the Strid (p. 461) of the son of Lady Alice de Romilly, daughter of the founder (comp. Wordsworth's 'Force of Prayer'). The ruins are interesting not


BOLTON PRIORY
N.
LAY FOLK'S CEMETERY
CANONS' CEMETERY
NORTH
TRANSEPT
AISLE
PARISH CHURCH
Tower
Rood Screen
Crossing
PULPITUM
Stalls
CHOIR
Stalls
Tomb
Presbytery
Sedilia
Sacristy
Chapel
Outer Parlour
Cellarers Building
SOUTH
TRANSEPT
CLOISTER
Vestibule
CHAPTER HOUSE
Entry to Cloister
Cellars under Frater
Parlour
Subvaults
Site of Kitchen &c.
Rere Dorter
Pentise
Dorter
Rectory on Site of Prior's Lodging
Drain
Boyle's Room
SCALE OF FEET.
10 0 50 100
Stanford's Geog! Estab! London.

only in themselves but also for their beautiful situation on the Wharfe. The nave (E.E) of the *Church* (shown by custodian ; gratuity) has been restored (1864),the old monastic rood-screen forming its E. end. The Perp. W. front (intended as the base of a W. tower which was never completed) was added in 1520 by Prior Moon, whose inscription and rebus it bears. At the end of the aisle is the Mauleverer Chantry, where the Mauleverers and Claphams were popularly supposed to be buried upright—an unfounded tradition adopted by Wordsworth in his ' White Doe of Rylstone.' The choir (with its large E. windows), the N. transept, part of the S. transept, and the piers of the crossing remain in ruins.

To the W. of the church is a residence of the Duke of Devonshire, also called Bolton Abbey, a modern building incorporating an old gatehouse. — To the S. is the picturesque *Rectory*. — In the churchyard is a cross commemorating Lord Frederick Cavendish, assassinated in Phœnix Park, Dublin, on May 6th, 1882 (comp. pp. 373, 411). — To the E. of the abbey the Wharfe is crossed by a footbridge and a long row of stepping-stones (see p. 462).

***Wharfedale** challenges Wensleydale (p. 498) for natural beauty and is among the loveliest valleys in England, with its ideal combination of water, wood, hill, crag, castle, and abbey. Travellers who have not time to explore the whole of its upper part should at least devote half a day to the portion near Bolton Abbey. The walk to and from Barden Bridge as described below takes about 3 hrs. Driving is practicable but misses some of the most charming bits (private drive closed on Sun.). Issuing from the abbey grounds we follow the road to the N., passing the *Cavendish Fountain*, to (¼ m.) **Hartington Seat* (a view-point) and enter the private grounds by a rustic gate. The drive descends to (⅔ m.) the *Wooden Bridge* (lodge, with rfmts.). From this point we hug the right bank of the Wharfe, abandoning the drive wherever the path runs closer to the brink. Beyond the **Meeting of the Waters* we reach (1 m.) the *Strid, where the water boils through a rocky channel 50 yds. long and 3–6 ft. wide. Here the ' Boy of Egremont ' is supposed to have been drowned, missing his leap because his dog hung back on the leash (comp. p. 460). It is prudent not to approach too near the edge, as the rocks are often wet and slippery. Higher up are the *Hawkstone* and (¼ m.) **Pembroke Seat*, with the *Strid Cottage* (rfmts.) a little inland. A few minutes later we cross *Barden Beck* and pass under an aqueduct. ½ m. (3 m. from Bolton Abbey) *Barden Bridge*. — Barden Tower (i.e. ' boar-den '), which has been conspicuous for some time, in an exquisite frame of foliage, is reached by a brief ascent to the left. Originally a keeper's lodge, it became the residence of Lord Clifford in 1485. The (restored) chapel is interesting. In the courtyard is a 13th cent. house, now a farmstead (rfmts.).

The return route to (3½ m.) Bolton Abbey by the left bank of the Wharfe takes 1¼–1½ hr. Beginning close to the bridge, it almost at once descends to the stream, passing the aqueduct (see above), *Lord Morpeth's Seat*, and *Clifford's Seat*. 1¼ m. *Boyle's Seat*, just beyond the Strid, affords a fine view upstream. About ¼ m. farther on is

Harrison's Seat, where we should take the upper (left) path. In another ¼ m. we join the road, which descends to (¼ m.) *Posforth Beck*, passes *Queen Adelaide's Seat*, and crosses (¼ m.) the road leading (r.) to the *Wooden Bridge* (p. 461). Beyond this our track leads to (¼ m.) *Pickle's Gill*. Beyond the gill we keep as near the river as possible until we reach (¾ m.) the *Stepping Stones* (about 55 in number) or the *Footbridge* (p. 461).

A charming detour, adding ½ hr. to the walk, may be made by following the path on the W. side of *Posforth Beck* (see above) to (¼ m.) *Devonshire Seat* and (¼ m.) the **Park Waterfall*. We then cross the beck below the fall and return by the drive on the other side, through *Bolton Park*, to (½ m.) Queen Adelaide's Seat (see above).

Upper Wharfedale, above Barden, is likewise well worth a visit. During summer it is advisable to wire in advance for rooms at the inns. The dale is best explored on foot, though driving is quite practicable. The direct and more picturesque road (views) ascends on the W. bank of the stream. To the right rises *Simon Seat* (1592 ft.; fine view). Near (2 m.) *Appletreewick* (Craven, pens. 7/6), on the E. bank, is the picturesque gully of *Trowler's Gill*. — 1½ m. *Burnsall* (Red Lion), with an interesting church (early font). Beyond (2 m.) *Linton* we cross the stream and reach (1 m.) *Grassington* (650 ft.; Commercial; Devonshire Arms; Grassington House, pens. 8/6, West View, boarding houses), whence a railway runs S. to *Skipton* (p. 408).

A visit should be paid to (¾ m.) **Ghaistrill's Strid*, reached by a river-path beginning at the N. end of the bridge.

2½ m. *Conistone*, with an old chapel and the picturesque *Gill Hole*. Recrossing the Wharfe we reach (1 m.) *Kilnsey* (Tennant's Arms, comfortable), an angling resort at the base of *Kilnsey Crag* (170 ft. high; view). Beyond Kilnsey we cross the *Skirfare*, descending through Littondale (see below). — 3 m. **Kettlewell** (700 ft.; *Race Horses*; *Blue Bell*), a clean little village, forming a convenient centre for various attractive excursions.

About 3 m. W. (fully 5 m. by road), on the Skirfare (fishing), lies the charming little village of *Arncliffe* (725 ft.; Falcon, well spoken of), with a 15th cent. church-tower. The direct walk to it, leading due W. from the Wharfe bridge, crosses the ridge (1550 ft.) between Wharfedale and *Littondale* (fine views both on ascent and descent). The so-called 'tree tofts' (touffes de bois) overhanging the homesteads are characteristic of the Craven district. The walk may be extended viâ *Malham Tarn* to (10 m.) *Settle*, see p. 409. — To the E. of Kettlewell rises *Great Whernside* (2310 ft.; view). — The road from Kettlewell viâ *Coverdale* to (16 m.) *Leyburn* (Wensleydale; p. 498) skirts the N. flanks of Great Whernside and *Little Whernside* (1984 ft.) and offers some fine views. It attains a height of 1650 ft.

Continuing to ascend the Wharfe above Kettlewell, we next reach (2 m.) *Starbotton* (730 ft.; Fox & Hounds) and (2 m.) *Buckden* (780 ft.; Buck). Here the road forks, the right branch climbing the fell-side on its way to Bainbridge (see p. 463), while that to the left continues up the Wharfe valley, here called *Langstrothdale*. The dialect of this dale agrees more nearly than any other with Chaucerian English as used (e.g.) in the 'Reeve's Tale.' We cross the river and hug its right bank. 1¼ m. *Hubberholme*, with a small and ancient church, containing one of the only two rood-lofts in Yorkshire (1558; comp. p. 476). At (2½ m.) *Deepdale* we

cross to the left bank. At (1¼ m.) *Beckermonds* the two streams rising between *Cam Fell* (1831 ft.; N.) and *Cosh Knott* (1959 ft.; S.) unite to form the Wharfe. The cloudberry (Rubus chamæmorus) is so abundant on the hills here that its berries redden the ground. Our road turns sharply to the right and ascends to (3 m.) the summit of *Fleet Moss* (1850 ft.). The road (rough) then descends rapidly to (3½ m.) *Hawes*, in Wensleydale (p. 499).

From Buckden (p. 462) to Bainbridge, 10½ m. The rough road ascends rapidly along the Cray beck, with its small cascades. 1¼ m. *Cray*. Fine *View of Wharfedale and Langstrothdale. To the right rises *Buckden Pike* (2302 ft.). About 1 m. farther on, to the right, diverges the road (good views) leading through *Bishopdale* to (8 m.) *Aysgarth* (p. 499). The next part of the road is very rough. 1½ m. *Stake Pass* (1812 ft.). About 1¼ m. farther on we turn to the left and descend rapidly. About 2 m. beyond the turn we may diverge by a stile on the left to visit the *Park Scar Force* (adm. 3*d*.), rejoining the road at the hamlet of *Stalling Busk*. A little farther on *Seamer* or *Semmer Water* (900 ft.) is seen to the left, with its tradition of a submerged village. We descend rapidly to *Bainbridge* (p. 499), either direct (3 m.) or by a detour to the left viâ *Counterseit* (3½ m.).

58. FROM LEEDS TO HARROGATE, RIPON, AND THIRSK.

39 m. N.E.R. in 1¼–1¾ hr. (5/2, 3/2½); to (18½ m.) *Harrogate* in ½–¾ hr. (2/6, 1/6); to (30 m.) *Ripon* in 1–1½ hr. (4/, 2/6). The express trains from Leeds to *Stockton*, *Middlesbrough*, etc., and the through-trains from Liverpool (Lime St.) and Manchester (Exchange and Victoria) to *Newcastle*, follow this route as far as (34 m.) Melmerby. Some trains reach Harrogate by the slightly longer route (22 m.) viâ *Wetherby* (p. 404).

Motor Route, 37 m. We leave Leeds by North St. — 8 m. *Harewood* (p. 465). — 7 m. **Harrogate** (p. 464). — 3 m. *Ripley* (p. 465). — 8 m. **Ripon** (p. 465). — 5 m. *Baldersby* (p. 468). — 1 m. *Skipton-upon-Swale*. — 5 m. **Thirsk** (p. 485).

Leeds (New Station), see p. 406. We pass under the G.N.R. and beyond (¾ m.) *Holbeck* diverge to the N. from the M.R. (p. 408). A glimpse of *Kirkstall Abbey* (p. 407) is obtained to the left. After threading *Bramhope Tunnel* (2½ m. long) we reach the beautiful lower valley of the *Wharfe* at (9 m.) *Arthington*, the junction of a branch-line to Otley and Ilkley (comp. p. 459).

From (1 m.) *Pool*, the first station on this branch, an interesting walk or drive may be taken up the *Washburn Valley* to (10 m.) *Blubberhouses* (525 ft.). Leaving Pool on the N., we cross the *Wharfe*, turn to the left, and follow the road to (2 m.) *Leathley*, with its early-Norman church-tower and old village stocks. Farther up the valley we pass the reservoirs of the Leeds Waterworks. *Fewston Reservoir*, the largest of these, is about 4 m. N. of Leathley and has submerged the hamlet of *Thackray*, said to be the home of W. M. Thackeray's ancestors. In the churchyard of *Fewston*, on its E. bank, lies Edward Fairfax (d. 1635), the translator of Tasso's 'Gerusalemme Liberata.' *Blubberhouses* is on the road from *Harrogate* (9 m.; p. 464) to *Bolton Abbey* (7½ m.; p. 460). The walk might be continued to (8 m.) *Pateley Bridge* (p. 465). — *Harewood* (p. 465) lies 4 m. E. of Arthington.

Near Arthington we obtain a good view up and down *Lower Wharfedale*, and near (11½ m.) *Weeton* we see *Great Alms* or *Almias Cliff* (700 ft.; l.). Beyond (15 m.) *Pannal* we sweep to the left and cross a lofty viaduct.

18½ m. **HARROGATE** (*Rfmts.*), situated on a breezy plateau, 400–500 ft. above the sea, is the chief inland watering-place in the N. of England (33,703 inhab.). It is visited annually by 30,000 patients, and over 100,000 medical treatments were given to military patients during the Great War. The season lasts throughout the year, but is at its height from July to October. Harrogate consists of two main parts, High and Low Harrogate, the first lying to the E. of the railway, the latter to the W. of it. On the S. it is bounded by a large common (200 acres), named the *Stray*.

Hotels. In *High Harrogate*: Queen, in its own grounds; Granby; Prince of Wales, R. from 4/6, B. or L. 3/, D. 5/, pens. from 13/6; Royal, four large houses fronting the Stray; Stray, smaller, also on the Stray, well spoken of; West Park, Clarennon, pens. from 84/, both in West Park. — In *Low Harrogate* (near the springs): Hotel Majestic, Ripon Road, a huge house in its own grounds, with winter garden; Grand, Cornwall Road; Crown, near the Royal Baths; Wellington, R. or D. 5/, pens. 14/6; White Hart; Adelphi, R. or L. from 3/6, D. 5/, well spoken of; Southlanns Private; George, R. 5/6, L. 3/6, D. 5/6, pens. 15/6–17/6; Lancaster; Beachwoon, private, pens. from 70/, less in winter. — In *Central Harrogate*: Prospect, near the railway station, R. from 6/, L. 3/6, D. 6/, pens. from 16/; Alexandra, pens. 14/–16/, less in winter; North Eastern Station, close to the railway station. — Hydropathics. Harrogate, with baths, 4–6 guineas per week; Cairn; Imperial; Harlow Manor, 2 m. S.W. of the town, R. from 4/, B. or L. 3/, D. 5/, pens. 12/6–14/6; Spa. — Numerous *Private Hotels*, *Boarding Houses*, and *Lodgings*.

Post Office, near the railway station.

Cabs 1/ per mile for 1–2 pers. 1/6 for 3–4 pers.; 3/ & 3/6 per hour. — Motor Coaches and Chars-à-Bancs ply to points of interest in the environs.

Amusements. *Grand Opera House*, Oxford St. — *Royal Hall*, Ripon Road (usual adm. 1/; orchestra twice daily; symphony and other special concerts in the season).

The chalybeate, sulphurous, and saline Springs to which Harrogate owes its reputation are 87 in number, and are used both internally and externally. The baths and other equipments are quite equal to those of the leading Continental spas, and the variety of treatment is quite as great. There are five treatment establishments and three pump rooms, the chief establishments being the *Royal Baths*, erected in 1897 and enlarged in 1910, with a large winter-garden, and the *Victoria Baths* (1871). Adjacent is the handsome *Royal Hall* (formerly the Kursaal), erected in 1903. On the W. side of the town is the large *Royal Bath Hospital*. Adjoining the *Royal Pump Room* are the attractive *Valley Gardens* (band in afternoon).

The springs of Harrogate seem to have been used locally in much earlier times, but its history as a spa begins with the re-discovery of the Tewit Well by Sir William Slingsby at the end of the 16th century. Its vogue in the 18th century is reflected in 'Humphrey Clinker.' The *Saline Sulphur Springs* (*Old Sulphur*, *Strong Montpellier*, and seventeen mild springs) are helpful in disorders of the liver, anæmia, gallstones, affections of the skin, gout, arthritis, and rheumatism; the six *Chalybeate Springs* are alterative and tonic (auæmia); the *Alkaline Sulphur Waters*, mainly used in bathing, have a stimulating effect on the skin. More than thirty of the springs lie within the limited area of the *Bogs Field* (Low Harrogate), where the geological structure is such that sulphur and iron wells occur close together and yet are quite distinct. The charges for baths range from 1/6 for a douche to 6/ for a peat brine bath and are slightly lower at the Victoria Baths than at the Royal. The *Prince of Wales Baths* at *Starbeck* (p. 473) and those at *Harlow Car*

(see below) are alkaline and sulphurous. There are *Swimming Baths* in High Harrogate (adm. 6*d.*) and at *Starbeck* (adm. 6*d.*; on Wed., Fri., & Sat. 3*d.*).

Harrogate is a good centre for excursions, on foot, by carriage or motor, and by rail.

About 1 m. S.W. are *Harlow Car* (springs, see p. 464) and *Harlow Hill* (600 ft.; view-tower, 6*d.*). Just N. of Harlow Car is *Birk's Crag*. *Plompton Park*, 4 m. S.E., is open daily, including Sun. (adm. 6*d.*). The curious Plompton Rocks are said to be artificial. *Great Almias Cliff* (p. 463) is 5½ m. S.W., *Knaresborough* (p. 473) 3 m. N.E.

Nidderdale, the attractive valley of the *Nidd*, is conveniently visited from Harrogate. A railway ascends the valley to (14½ m.) *Pateley Bridge* (Crown; King's Arms; Castlestead, with grounds), passing (4 m.) *Ripley Valley* (station for *Ripley Castle*, c. 1550; grounds open on Fri., 6*d.*) and (11 m.) *Dacre*, 2 m. N.E. of which are *Brimham Rocks* (adm. 6*d.*; inn), grotesque and fantastically named crags of millstone grit, scattered over 60 acres. From Pateley Bridge, a quaint little town amid beautiful scenery, a light railway ascends farther to (6 m.) *Lofthouse-in-Nidderdale*, viâ *Wath* and *Ramsgill*, and goes on (no passengers) to (6½ m. more) *Angram*, at which are large reservoirs belonging to Bradford Corporation. Eugene Aram (p. 473) was born at Ramsgill and kept school at *Gouthwaite Hall*, now submerged in *Gouthwaite Reservoir*.

About 7½ m. S. of Harrogate (and 4 m. E. of Arthington, p. 463) is **Harewood House** (Earl of Harewood), an 18th cent. mansion containing a valuable collection of pictures (formerly open on Thurs., 11–5). In the large park is *Harewood Castle*, a ruined tower-house of c. 1367. In the Perp. *Church* is a fine series of altar-tombs with effigies, including that of Chief Justice Gascoigne, who is said to have committed the Prince of Wales for contempt of court ('Henry IV,' Pt. II. v. 2).

Other excursions may be made from Harrogate to *Fountains Abbey* (p. 467; 14 m.); *Ripon* (see below; 11 m.); and *Bolton Abbey* (p. 460; 16 m.). — From Harrogate to *York*, see p. 473; to *Church Fenton*, see p. 404; to *Pilmoor*, see p. 485.

A little short of (22 m.) *Nidd Bridge* we cross the *Nidd* (view to the right). To the left diverges the line to Pateley Bridge (see above). 25 m. *Wormald Green*. We enjoy a good view of Ripon Cathedral (l.) as we near the station.

30 m. **RIPON** (*Unicorn*; *Spa*, open May–Oct., with large grounds; *Black Bull*; *Crown*) is a clean little town (8218 inhab.) with a cathedral. It lies ¾ m. from the station (motor omnibus 2*d.*), on the *Ure* (boating), here spanned by an ancient bridge.

At Ripon, the *Inhrypum* of Bede, a monastery dependent on Melrose was founded c. 660. About 10 years later St. Wilfrid built a church here, and for a short time (681–686) Ripon was a bishop's see (resuscitated in 1836). Ripon thus ranks with York and Beverley as one of the three original Christian centres of Yorkshire. The ancient custom of blowing a horn every night (9 p.m.) at the market-cross and in front of the house of the 'Wakeman' or mayor is still observed.

In the spacious Market Place is an obelisk 90 ft. high, surmounted by the town arms (1781). Hence Kirkgate descends to the W. front of the ***Minster** (dedicated to St. Peter and St. Wilfrid), which, though small (comp. p. xlix), is interesting by reason of its multiplicity of styles. It is open daily from 9.30 to 4.30 (adm. to choir and crypt 6*d.*); services on week-days at 10 & 5, on Sun. also at 8.30 a.m.

History. The crypt of the Saxon church of St. Wilfrid (634–709) survives; but the main existing structure was begun by Abp. Roger of York (1154–81) as a church for secular canons. His plan, unique in England, included an aisleless nave, an aisled choir, transepts with E. aisle only, and a central tower. The existing W. front, with its twin towers, was probably added by Abp. Gray (1215–55; incongruous

pinnacles added in 1797). The E. end of the choir is a Dec. reconstruction of the last quarter of the 13th cent.; and the E. and S. sides of the central tower were rebuilt, after their collapse in 1450, in the Perp. style of the 15th century. Finally, the nave was enlarged, by the addition of aisles, in the first quarter of the 16th century. The building was restored by Sir G. G. Scott in 1862–72.

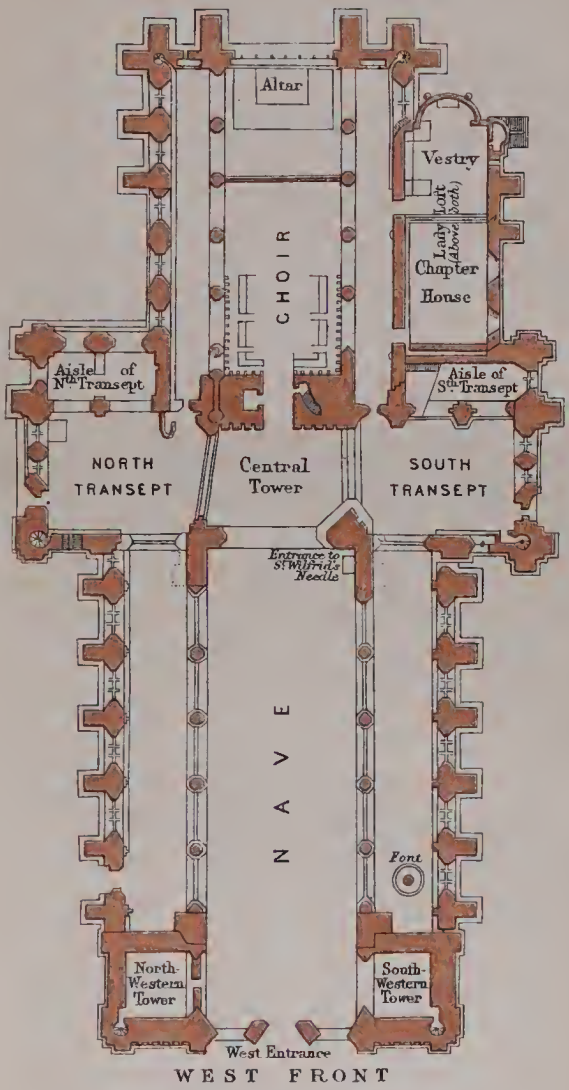
The best external feature is the lancet W. front, which is the single E.E. example of a twin-towered façade of its kind in England (at Wells the towers stand clear of the aisles), but is disappointingly flat and lifeless. The central tower is "probably unique in being divided vertically between two different styles of architecture" (comp. below). The whole external aspect of the church undoubtedly suffers from the lowness and uniform height of its triple group of towers. The effect was probably better before the central leaded spire fell in 1660, and before the spires of the W. towers were taken down in 1664. The Trans. work of Roger remains virtually intact in the exterior of the N. and S. transepts.

Interior.; On entering by the W. door visitors will be struck by the great width (87 ft.) of the NAVE and AISLES, a feature in which Ripon is excelled by York (104½ ft.) and Winchester (88 ft.) alone among single-aisled, mediæval English churches. Part of Roger's work still survives at both the W. and E. ends. The carved oak roof is modern. — The TRANSEPTS retain Roger's design in fair completeness; but the S. and E. arches of the central tower were recast in the Perp. style (15th cent.), and the curious oblique appearance of the crossing is due to the fact that the other arches were not thus rebuilt. — Through a rich stone choir-screen (c. 1480) we enter the CHOIR, where work of three periods (Trans., Dec., & Perp.) is curiously interwrought. "Ripon choir alone, of English cathedrals, possesses a glazed triforium" (Bond). The tracery of the E. window, and the naturalistic foliage of the capitals in the two E. bays, are finely characteristic of the Dec. period. The roof is modern, with some Dec. bosses. The splendid 15th cent. stalls were restored by Scott. — To the S. of the choir are the Trans. CHAPTER HOUSE and VESTRY, probably also part of Roger's work, with a contemporary crypt below. Above, and approached by steps from the S. transept, is the Dec. *Lady Loft* (or *Lady Chapel*; in a very unusual position), now containing the *Chapter Library* (MS. of the 10th cent., three fine Caxtons, etc.).

The remarkable *CRYPT, one of the half-dozen Saxon crypts now recognized in England, was built, like its Hexham sister (p. 504), by Wilfrid. Both have a central chamber for the exhibition of relics. The niches of the interior walls held lights. 'St. Wilfrid's Needle,' the passage through which is said to have been a mediæval test of chastity, is (in fact) the old credence-table, with the back knocked out.

In Stammergate is the interesting chapel of the *Hospital of St. Mary Magdalen*, founded for lepers by Abp. Thurstan (d. 1140). The old altar-slab remains, apparently still in situ. In High Saint Agnesgate is the ruined chapel (apparently 15th cent.) of the *Maison Dieu* or *Hospital of St. Anne* (15th cent.), which also has an altar-stone in position. In Park St. are the *Spa Baths & Pump Room*, supplied with sulphur water from (4 m. S.W.) *Aldfield* (bath 1/6–2/6; glass of water 1*d.*–2*d.*). In the same street is the *Museum* (adm. 2*d.*), with natural history collections.

RIPON CATHEDRAL



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FROM RIPON TO STUDLEY ROYAL AND FOUNTAINS ABBEY, 4 m. (carr. 4/6; motor-omnibus from the station to Studley Royal, several times daily in 20 min., 9*d.*). If walking, we leave Ripon by Westgate, diverging presently to the left by Park St. A finger-post at the fork directs again to the left. About 1 m. farther on, crossing the bridge over the *Laver*, we take the road most to the right, whence, in a few minutes, a wicket on the left leads into a field-path affording a short-cut to the centre of *Studley Village*. Here we cross the road, taking a footpath immediately opposite. We soon enter the park of **Studley Royal** (Marquis of Ripon), with its splendid timber, and, following the footpath which proceeds diagonally across the splendid lime avenue, approach the *Church*, built in 1871 (Burges). Before reaching the church, at the point where the path crosses the avenue, we turn to the left down a grand beechen avenue leading to the margin of the little river *Skell*, here forming a lake, beyond which we reach (¼ m.) the lodge and entrance gates of the private pleasure-grounds (open on week-days 8–5; adm. 1/, special terms for parties; rfmts. at the lodge). The motor-omnibuses stop here. The grounds are among the finest examples of Italian and Dutch formal gardening. They preserve, in the main, the 18th cent. design of the then Lord of the Manor, John Aislabie. The Skell, canalized and supplying a series of ponds, passes between terraced banks with trimmed hedges. Small temples, here and there, and statuary complete a most stately pleasance. Guide-posts show the way to Fountains and to various view-points. After crossing the stream by a rustic bridge, we notice a small irregular pool, with an island hearing a memorial pillar to General Wolfe. Beyond the *Temple of Piety* a woodland path ascends to the *Octagon Tower*, whence, turning to the right, the visitor gains *Anne Boleyn's Seat*, an arbour affording a sudden *View of Fountains Abbey below, on the opposite bank of the Skell. Descending to it, we pass (beside the stream) *Robin Hood's Well*, one of the traditional sites of the encounter in which that glorious outlaw was beaten and thrown into a brook by the 'Curtal Friar.'

***Fountains Abbey**, founded 1132, is onc of the largest and best-preserved Cistercian houses in England. The buildings are of four principal periods. To the first of these (Trans. Norman, prior to 1147) belong the nave and transepts of the church; to the second (1147–1179), the gradual reconstruction of the cloistral buildings; to the third (1203–1247), the rebuilding of the monastic choir and the addition of the Chapel of the Nine Altars; and to the fourth (1498–1526) the erection of the tower. The *Nave* (almost perfect) is a grand example of austere Cistercian building; whilst the *Chapel of the Nine Altars*, one of the very few examples of a transept at the extreme E. end of a church (comp. p. 488), is a miracle of delicate design. The tower, placed very curiously at the end of the N. transept, is a specimen of late (and rather coarse) Perpendicular. Of the buildings round the cloister, perhaps the most remarkable (on the W.) is the sub-vault of the *Conversi* or Dormitory of the Lay Brothers, which (formerly divided) is now open from end to end, and vaulted from a central row of 18 pillars. On the E. side of the cloister-garth is the interesting *Chapter House*, still rich in the monumental slabs of abbots. On the S. is the fine *Refectory*, with the *Kitchen* to the W. of it and the *Warming House*, or *Calefactory*, with its two huge fireplaces, to tbe E. To the E. of the cloister, and built partly across the Skell, are the foundations of the huge *Infirmary*, intended for both the sick and the aged. — Returning to the W. gate, the visitor, after crossing the bridge, should visit *Fountains Hall*, a perfectly preserved Jacobean mansion, constructed c. 1611 (adm. 6*d.*). We return hy the drive along the lcft bank of the Skell.

Likewise within easy reach of Ripon are *Markenfield Hall* (Lord Grantley), an early 14th cent. manor-house, 3 m. S.W. (Sat., 10–4); *Tanfield* (see below), 6 m. N.W.; **Hackfall Woods* (6*d.*), 7 m. N.W.; the *Brimham Rocks* (p. 465), 9 m. W.; and *Aldborough* (p. 485).

Beyond Ripon arc (l.) the woods of *Norton Conyers*, identified with 'Thornfield Hall,' Mr. Rochester's mansion in 'Jane Eyre.' 34 m. *Melmerby* is the junction of a branch to (4½ m.) *Tanfield* and (7½ m.) *Masham* (5 m. from Jervaulx Abbey, p. 498). At Tanfield still stands the gatchouse (Perp.) of the castle of the Marmions. Thc church contains cffigies of the

Marmions, including those of John Marmion (d. 1387) and his wife, surmounted by a fine example of an iron herse.

At Melmerby another line diverges for (11 m.) *Northallerton* (p. 485; through-trains from Liverpool and Manchester to Newcastle, comp. p. 463).

35 m. *Balgersby*, with a good modern church by Butterfield; 37 m. *Topcliffe*. — 39 m. **Thirsk**, on the N.E.R. trunk line to Newcastle and Scotland, see p. 485.

59. YORK.

YORK (82,282 inhab.), famous for its stately minster and its mediæval city-walls, is situated on the *Ouse*, at the junction of the three Ridings of Yorkshire (p. 459), the largest county of England. It is one of the most interesting of ancient English cities; many of its streets retain the narrowness, quaintness, and irregularity of mediæval times; and its churches present an array of stained glass that makes it prominent even among the cities of Europe. The Archbishop of York bears the title of Primate of England, and his ecclesiastical sway extends over Yorkshire and the whole of England to the N. of it (10 dioceses). York is the headquarters of the N.E. military district and an important railway centre.

Hotels. Royal Station (Pl. B 2), adjoining the railway station, with garden; Harker's York (Pl. B 3), St. Helen's Square, a family hotel of old standing; Black Swan (Pl. B 3), Coney St.; White Swan (Pl. B 4); Exhibition (Pl. A 3); Windmill (Pl. C 2); Queen's (Pl. C 3); Adelphi (Pl. C 2); City Temperance (Pl. B 2); Minster Temperance (Pl. C 2).

Post Office (Pl. B 3), Lendal.

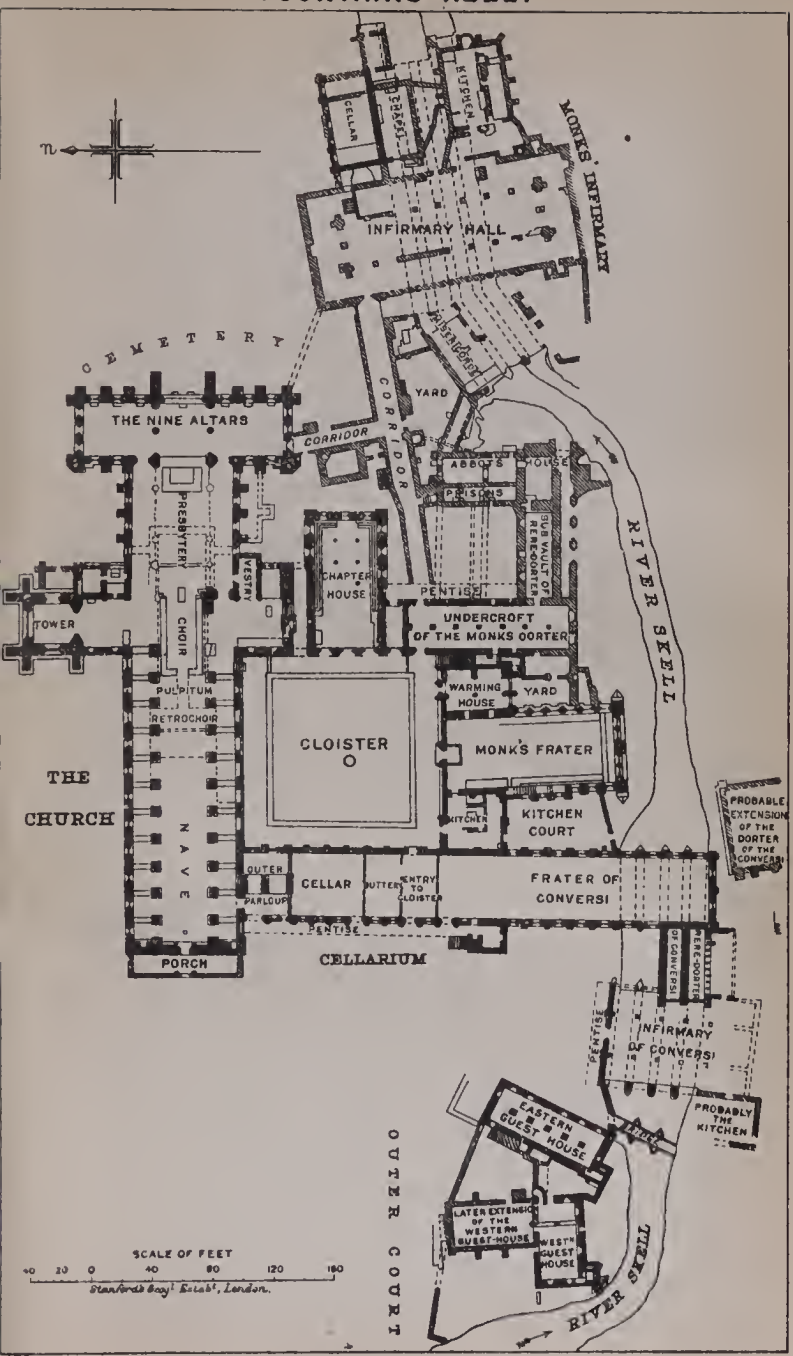
Tramways traverse some of the main streets.

Rowing Boats may be hired at various points on the Ouse. — Pleasure Steamers and Motor Launches ply both above and below the city.

History. York, the British *Caer Ebrauc*, attained to great importance as the *Eboracum* of the Romans, under whom it ultimately became the capital of the province of Britain and the headquarters of the 6th Legion. The first emperor to visit York was Hadrian (120 A.D.), and Severus and Constantius Chlorus both died here (211 and 306). Constantine the Great was proclaimed emperor here on the death of the last, but was probably born elsewhere. Under the Saxons *Eoferwic* played a prominent part in the spread of Christianity through N. England, and when Alcuin (735–804) was 'Magister Scholarum' here it was one of the chief centres of European learning. For some time York was an important settlement of the Danes, who gave it the name of *Jorvik*. William the Conqueror built two castles here. Alexander of Scotland married the daughter of Henry III at York in 1251 and here in 1328 Edward III married Philippa of Hainault. In 1644, after the battle of Marston Moor, York surrendered to the Parliamentarians. Guy Fawkes (1570–1606), John Flaxman (1755–1826), and William Etty (1787–1849) were natives of York, and here Lindley Murray (1745–1826) died. Robinson Crusoe, "of York, mariner," was "born in the year 1632, in the city of York, of a good family, though not of that country." Isaac of York, in 'Ivanhoe,' dwelt in the Castlegate.

The *Railway Station* (Pl. B, C 1; Rfmts.), built in a striking curve, lies about ½ m. W. of the minster, the first goal of every visitor. To reach the latter we turn to the left and follow the tramway-line, crossing the Ouse by the Lendal Bridge (Pl. B 2). Thence Museum St., with the Philosophical

FOUNTAINS ABBEY



Society's Gardens (p. 471) on the left, and Duncombe St., with the modern French-Gothic Rom. Cath. church of *St. Wilfrid*, lead straight to the minster.

***York Minster** (Pl. A 3), the *Cathedral Church of St. Peter*, the largest of English mediæval cathedrals (comp. p. xlix) and correspondingly stately in effect, affords a coherent and typical view of architectural development during three periods: E.E. (transepts), Dec. (nave and chapter-house), and early and late Perp. (choir and towers). The best view is from the city walls. It is open 9–5 (adm. to choir, chapter-house, and crypt 6*d.*); services on week-days at 10 & 4.30, on Sun. at 10 & 4.

History. The vast building covers the site of a wooden chapel put up for the baptism of Edwin, King of Northumbria, and his court by Paulinus, first Archbishop of York, on Easter Day, 627. This was soon replaced by a stone church, which served as the basis of reconstructions until burned down in c. 741. A Saxon minster was ruined, with the city, in the Danish foray of 1069. Thomas, first Norman archbishop, began rebuilding (c. 1080). His church, the choir of which had been rebuilt by his successor, Roger (1154–81), was gradually replaced by the present edifice. The S. transept was first rebuilt (c. 1230–41); then the N. transept (1241–60). The new nave was founded in 1291, and, together with the chapter-house and vestibule, was in process till c. 1324. Abp. Roger's Norman choir was demolished and the present one built between 1361 and 1405. The erection of the great central tower (1400–23) and of the W. towers (1433–74; 202 ft. high) completed a labour of nearly two centuries and a half.

The finest parts of the Exterior are the **West Façade*, particularly the great window and finely sculptured portal; the N. side of the nave; the *North Transept*, especially the façade; the *Chapter House*; and the **Central Tower*.

Interior. The glory of York Minster is the extensive and representative series of stained-glass windows. It includes some of the earliest glass in England, a masterpiece of E.E. grisaille glass, a great range of splendid Dec. windows, and superb Perp. glass. The 18th cent. restorations by William Peckitt and more recent interpolations are easily detected.

The usual entrance by the S. transept door reveals an unequalled aspect of the interior, culminating in the perfect five-lighted lancet window in the N. transept. The visitor should, however, begin his detailed inspection at the W. end.

The effect of the Nave is less impressive than we should expect from its exceptional height and breadth, but defects in proportion, such as the over-wide spacing of the piers and the practical suppression of the triforium, are due perhaps to the aim of giving the utmost space for stained glass. The design, moreover, presupposed a stone vaulting which was never built. The present wooden roof, painted to resemble stone, perpetuates an earlier sham, destroyed in the fire of 1840. The detail throughout the nave is good, if timid, and the tracery of the clerestory windows and the well-restored curvilinear tracery of the famous *West Window (glazed 1338) are admirable. The unusually wide aisles (30 ft.), stone-vaulted, achieve the lofty effect missed in the nave. The fine glass of the three W. windows is comparatively intact, and, besides the Dec. glass which is the contemporary enrichment of the nave, the remains of 12th and 13th cent.

glass in the clerestories (including the fragment of a *Jesse Window, N. clerestory, 2nd from the W. end) should be noted.

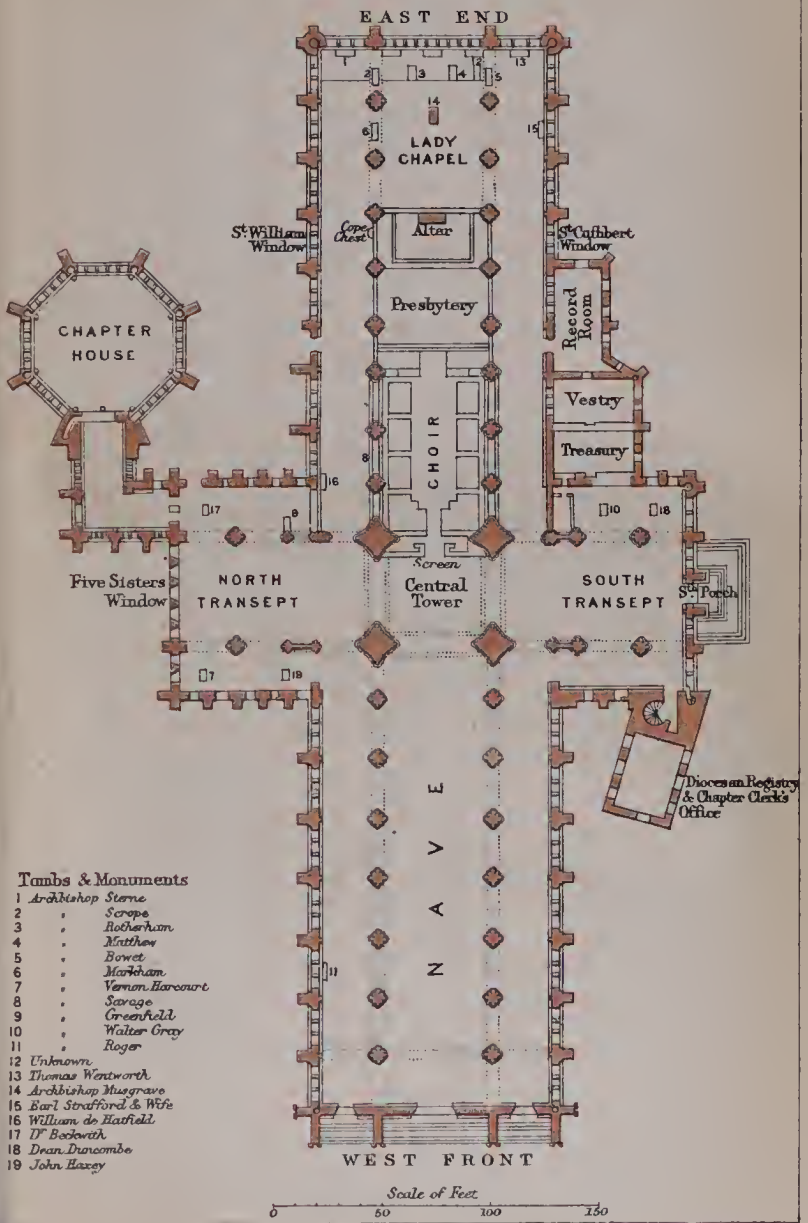
The *Transepts are exceptionally important, having aisles on the W. side as well as on the E. The lantern is of unusual size, and the impression of magnitude in this part of the church is hardly marred by the obtrusive triforium, and consequent meanness of the clerestory, or by the unsatisfactory wooden vault. All the detail is worth notice. The terminal wall of the N. Transept, incorporating the lancet lights of the *'Five Sisters,' with their wonderful 13th cent. grisaille glass, is far finer than that of the S. Transept, with its over-large and badly re-glazed rose-window. In the E. aisle of the N. transept is the fine brass of Abp. Greenfield (Pl. 9; d. 1315). The tomb (restored) of Abp. de Gray (Pl. 10; 1215–55) is in the E. aisle of the S. transept, which he built. Farther S. in this aisle is the monument to Dean Duncombe (Pl. 18; d. 1880), by Boehm.

The *Choir is separated from the nave by an elaborate late-Gothic *Rood Screen* (c. 1475–1505) with lifesize statues of English kings, from William I to Henry VI (the last modern). The *Glass in the great E. Window (78 ft. × 31 ft.), contracted for in 1405, is still almost intact, and forms the largest sheet of mediæval glazing in England, and probably in the world. The soaring windows of the **East Transepts* (properly transeptal bays), N. and S. of the present high-altar, contain 15th cent. glass depicting the lives of SS. William and Cuthbert. In 1829 the roof, the altar-screen, and all the other woodwork in the choir were destroyed in a fire started by a madman; but they have been replaced by more or less faithful copies. The miracle-working shrine of St. William of York, canonized in 1230, is believed to have stood behind the high-altar. In the N. choir aisle is the damaged but finely wrought effigy tomb of William of Hatfield (Pl. 16; d. 1344), the little son of Edward III, and at the entrance to this aisle is a memorial (by F. W. Pomeroy) to Admiral Cradock, who perished in the sea-fight off Coronel (Chili) in 1914. The splendid tomb of Abp. Bowet (Pl. 5; 1407–23), in the Lady Chapel, is the most striking exception to the unworthiness of the monuments here. Opposite is the plain (restored) monument of Abp. Scrope (Pl. 2), beheaded in 1405 ('Henry IV,' Part II).

A **Vestibule* leads from the E. aisle of the N. transept to the *Chapter House. Both are among the supreme examples of Dec., and, with the exception of one of the eight windows of the chapter-house, preserve in traceries of inventive beauty contemporary glass of rare quality. The chapter-house suffered renovation in 1845, but little damage was done to the beautiful and spirited details which enrich a building not unduly vaunted in the inscription in the vestibule, "Ut rosa flos florum, sic est domus ista domorum."

The late-Norman Crypt, entered from the choir-aisles, has archæological as well as architectural interest. The structure shows the extent of Abp. Roger's choir and includes foundations of the work of Abp. Thomas (comp. p. 469). The herring-bone masonry laid bare in the wall

YORK MINSTER



Tombs & Monuments

1 Archbishop Sterne
2 " Scrope
3 " Rotherham
4 " Matthew
5 " Bowet
6 " Markham
7 " Vernon Harcourt
8 " Savage
9 " Greenfield
10 " Walter Gray
11 " Roger
12 Unknown
13 Thomas Wentworth
14 Archbishop Musgrave
15 Earl Strafford & Wife
16 William de Hatfield
17 Dr Beckwith
18 Dean Duncombe
19 John Hayey

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enclosing the W. portion is perhaps a fragment of a pre-Norman church, possibly even that of King Edwin. It may mark the site of the original Christian building.

To the S. of the choir are the *Record Room* (a 14th cent. chantry), the *Vestry* (containing the Saxon 'Horn of Ulphus' and other relics), and the *Treasury*. Despite its designation, the minster was a foundation of the secular clergy, and has, therefore, no monastic out-buildings. The fragment of a cloister on the N. side of the precincts belongs to the Norman *Archiepiscopal Palace* of Abp. Roger; the building now used as the *Chapter Library* (open to the public on Mon. & Thurs., 11–1) was probably built by Abp. Gray (13th cent.). This contains about 8000 vols. (some of great rarity and interest), valuable MSS., and the Hailstone collection (bequeathed in 1890) of Yorkshire books and prints.

Immediately E. of the Minster is *St. William's College* (Pl. A 4), a Jacobean building with a Perp. gateway, now used as the House of Convocation for the province of York (visitors admitted). Adjacent, at the corner of Chapter House St., is the '*Treasurer's House.*' — The church of *St. Michael's-le-Belfry* (Pl. A 3), on the S. side of the cathedral, has some magnificent stained glass (13–16th cent.), and its registers contain the entry of the birth of 'Guye fauxe' (1570).

The ***City Walls** (c. 3 m. in circuit), with their frowning 'bars' or gates, are among the finest surviving examples in Europe of mediæval city-fortification. As they now stand they date mainly from the reign of Edward III (1327–77), and at their N.W. angle follow the line of the Roman wall. The visitor should walk along at least part of their circuit.

Chapter House St. (see above) leads N.E. to the *Monk Bar* (Pl. A 4), probably so called from an adjoining monastic house. This is the tallest of the four main gates, and, like the others, has a Norman core, encased later in the Dec. period, when the portcullises were added. We here mount the wall and follow it round its N.W. angle to (10 min.) *Bootham Bar* (Pl. A 3), enjoying a good view (l.) of the deanery garden and the minster. Here we quit the wall, cross (5 min.) *Lendal Bridge* (Pl. B 2), and regain the wall by the (3 min.) steps near the statue of George Leeman (1809–92; Pl. B 2). Keeping to the S. we cross a railway-siding and reach (8 min.) *Micklegate Bar* (Pl. C 2), the chief of the four original gates. Here Hotspur's head was exposed on a pole in 1403 and those of some Jacobite rebels in 1746. To the right is the *Nunnery of St. Mary*, to the left a good view of the minster. Beyond (7 min.) the modern *Victoria Bar* (Pl. D 1) is (left) the *Baile Hill* (Pl. D 3), site of William the Conqueror's first castle. We cross the river by the iron *Skeldergate Bridge* (Pl. C, D 3), pass the massive modern wall enclosing the *Castle* (Pl. C 4), cross the Foss or canal, and regain the wall at (10 min.) *Fishergate Bar* (Pl. D 4). — The castle, William's second fortification, is now mainly replaced by the *Assize Courts* and the *Prison*. *Clifford's Tower*, which has a remarkable quatrefoil ground-plan, was built in 1245–59 and stands on the mound thrown up for the Conqueror's wooden keep, which was the scene in 1190 of a massacre of 500 Jews. — From Fishergate Bar we follow the top of the wall to (6 min.) *Walmgate Bar* (Pl. C 5), which still retains its barbican or outwork. The stretch between (3 min.) the *Red Tower* (Pl. C 5), built of brick in the 16th cent., and (5 min.) *Layerthorpe Bridge* (Pl. B 5), was never walled, as it was protected by the Foss and its swamps. At the bridge we remount the walls, and in 7 min. more regain our starting-point at Monk Bar.

In Museum St., close to Lendal Bridge, are the MUSEUM GARDENS (Pl. A, B 2; open 10–6, adm. 1*f*, on Sat. 1*d*.) of the *Yorkshire Philosophical Society*, containing the ruins of **St. Mary's Abbey,** a Benedictine foundation of 1089, and some other interesting buildings.

On the right, as we enter the grounds, are the remains of *St. Leonard's Hospital*, built by Abp. Thomas (d. 1114) to replace St. Peter's Hospital,

founded on an adjacent site by King Athelstan c. 940. The ruins (ambulatory and chapel) probably date from the 13th century. Beyond it, at the corner of the City Wall, is the *Multangular Tower*, the lower part of which is Roman. To the W. of this is the *Museum*, with natural history and antiquarian collections, and below the adjoining lecture-hall is the *Chapter House Vestibule* (pillars still in situ) of St. Mary's Abbey, containing a museum of mediæval architecture. Next come the picturesque ruins of the *Abbey Church, begun c. 1271, consisting of the N. wall of the Dec. nave and part of the W. front. The foundations of the E. end of the original Norman church, with seven apses, have likewise been partly excavated (plan in the vestibule of the muscum). Through the N. door of the nave we see (in St. Olave's churchyard) the grave of William Etty (p. 468). The *Abbey Gatehouse*, near St. Olave's church, is now a private residence. The *Antiquarian Museum*, occupying the old *Hospitium* or *Guest House*, contains a very notable collection of Roman antiquities and mediæval pottery (catalogue 1/).

To the N.E. of the gardens (entr. in St. Leonard's Place) is the *King's Manor* (Pl. A 2), originally the abbot's house, but after the Dissolution assigned to the Lord President of the Great Council of the North and much altered in the 16th century. It is now occupied in part by a school for the blind (concert on Thurs.; adm. 6*d*.). Adjacent, in Exhibition Square, is the *Fine Art Exhibition* (adm. 6*d*.). — *St. Peter's School*, in Bootham (Pl. A 2, 3), to the N., claims a continuous history from its foundation in 718.

In Lendal (Pl. B 3), beginning opposite the Museum Gardens entrance, is the *Mansion House*, behind which, on the river, is the *Guildhall* (Pl. B 3), with a fine Perp. hall of c. 1446, and modern stained-glass windows illustrating the city's history. The church of *St. Helen* (Pl. B 3), N. of the Mansion House, has a striking octagonal lantern at its W. end. — Coney St., passing the late-Perp. *St. Martin-le-Grand* (Pl. B 3; good 15th cent. glass), is the continuation of Lendal and is itself continued to the *Castle* (p. 471) by Spurriergate and Castlegate, in which is the church of *St. Mary* (Pl. C 3, 4), with a Saxon dedication-stone (within, near the organ) and a fine Perp. tower and spire.

To the N., at the S. end of the Pavement, is the 15th cent. church of *All Saints* (Pl. B 3), partly rebuilt, with an elegant octagonal lantern on its square tower. From the Pavement diverge, on the left (N.) Parliament Street, the only wide street in York, and the Shambles, one of the narrowest and quaintest. Fossgate leads to the right (S.E.) from the N. end of the Pavement. At No. 40 is the entrance to the **Merchant Adventurers' Hall* (Pl. C 4), with its fine panelled 15th cent. hall (now divided into two), containing interesting mementoes of the guild (founded in 1357), with which was combined a hospital or almshouse (adm. 6*d*.). A service is still annually held (at Michaelmas) in the basement chapel. — In Walmgate, the continuation of Fossgate, are the churches of *St. Denis* (Pl. C 4), with good 14th cent. glass and a Norman S. doorway, and *St. Margaret* (Pl. C 5), with an elaborate Norman *Doorway.

Some of the churches on the W. side of the Ouse are likewise interesting. Another **All Saints* (Pl. B 3; 13–15th cent.), in North St., has windows (in the N. aisle) depicting the Fifteen Last Days, in illustration of Richard Rolle's 14th cent. poem 'The Pricke of Conscience,' and the Seven Corporal Acts of Mercy, besides other glass of great beauty. *St. Martin's-cum-Gregory* (Pl. B 3), Micklegate, has 14th and 15th cent. glass. *St. Mary's Junior* (Pl. C 2), Bishophill, has a very ancient tower showing Saxon herring-bone masonry.

YORK
Scale of ½ of a Mile
Scale of Metres
0 100 200
MINSTER
Deanery Gardens
Museum Gardens
Hotel Grounds and Gardens
RAILWAY STATION
STATION HOTEL
CASTLE
Prison
Law Courts
St George's Field
Cattle Market
Exhibition Square
Bootham Bar
Monk Bar
Walmgate Bar
Fishergate Bar
Micklegate Bar
Victoria Bar
Foss Islands Road
Parliament Street
Coney Street
Clifford Street
Lendal
Museum Street
Duncombe Place
Blake Street
Goodramgate
Church Lane
Ousebridge
Skeldergate
Fishergate
Monkgate
Lord Mayor's Walk
City Wall
Gas Works
County Hospital
Industrial School
Yorkshire Museum
St Mary's Abbey
Philosophical Society Museum
Observatory
Hospitium Tower
Bowling Green
The Bishop's Manor
Fine Art Exhibition
Wandesford Hosp.
Exhibition Hotel
Deanery
Minster Library
Treasurer's House
Chapter House
Grays Court
Grove's Green Coat Schools Sch.
James Hosp.
St Maurice Ch.
St Peter's Sch.
St William's College
Free Ch.
Tailors' Hall
Merchant Taylors' Hall
Ind. Chap.
Unitarian Cha.
St Anthony's Hall Blue Coat School
St Cuthbert's Ch.
St Saviour's Ch.
Methodist Cha.
Quaker's Meeting House
Friends Meeting Ho.
Wesleyan Cha.
Presbyterian Cha.
Jewish Synagogue
Mansion H.
Mus. Mansion
Guildhall
Post Office
Police Office
Court
Prison
Tower
Barbican
Cattle Market
Gaol
Assembly Rooms
Theatre
Mechanics' Institute
Museum
Observatory
Hall
Bank
Banks
Lock
Baths
Chapel
Sch.
Ch.
Cha.
Mus.
Hosp.
Works
Yard
Tower
Gate
Bridge
Street
Lane
Road
Row
Terrace
Walk
Place
Square
Avenue
Crescent
Court
Alley
Passage
Steps
Hill
Close
Gardens
Grounds
Museum
Library
Offices
Station
Hotel
Inn
Club
Institute
Hospital
Infirmary
Workhouse
Union
Asylum
Cemetery
Burial Ground
Chapel
Meeting House
Synagogue
Public Baths
Public Offices
Corporation Offices
Police Station
Fire Station
Gaol
Prison
Barracks
Drill Hall
Volunteer Hall
Assembly Rooms
Concert Room
Music Hall
Theatre
Circus
Exhibition
Museum
Library
Reading Room

Among points of interest in the nearer environs of York are *Bishopthorpe*, the palace of the Archbishop, with a 13th cent. chapel, 2¾ m. S. (shown on written application to the chaplain or secretary), and *Skelton*, 4 m. N.W., with a small but exceedingly interesting E.E. church. Longer excursions (all within a day's compass by motor or rail) may be made to *Bolton Abbey* (p. 460), *Ripon* (p. 465), *Fountains Abbey* (p. 467), *Rievaulx Abbey* (p. 485), *Byland Abbey* (p. 484), *Selby* (p. 394), *Castle Howard* (p. 474), *Kirkham Abbey* (p. 474), *Beverley* (p. 480), *Scarborough* (p. 474), etc.

From York to Harrogate, 20½ m., N.E.R. in ½–1 hr. (2/10, 1/8½). — To the S. of (6 m.) *Marston Moor* stretches the battlefield on which Cromwell won his decisive victory over the Royalists in 1644. — We cross the *Nidd* just before reaching (9 m.) *Hammerton* or *Kirk Hammerton*, the church of which is almost wholly Saxon. About 3 m. N.E. is the beautiful little Norman and E.E. conventual church of *Nun Monkton*. — *Cowthorpe*, 5 m. S. of (12¼ m.) *Allerton*, is famed for its gigantic oak, said to be the oldest in England. — 14 m. *Goldsborough*. *Ribston Hall*, 2 m. S., gave its name to the Ribston pippin, introduced from Normandy in 1709. — 16½ m. **Knaresborough** (*Elephant & Castle*; *Crown*) is an old-fashioned little town (5315 inhab.), most picturesquely situated on the left bank of the Nidd, which here flows through a deep glen in the magnesian limestone (excellent boating). The *Church* (E.E. to Perp.) contains some interesting monuments of the Slingsby family. The best-preserved part of the *Castle* (view) is the 14th cent. keep (adm. 6*d*.), which (quite uniquely) served also as a gatehouse between the outer and inner wards. On the right bank of the Nidd, close to the lower bridge, is *Mother Shipton's Inn*, forming the portal to the *Dropping Well* (adm. 6*d*.), famous for its petrifying properties (petrifactions for sale). Mother Shipton, the Yorkshire prophetess, is said to have been born here at the end of the 15th century. On the other bank, below the same bridge, is *St. Robert's Chapel* (adm. 6*d*.), a cave in the limestone rock, with a roughly carved figure of a man in armour at its entrance. About 1¼ m. below the bridge is *St. Robert's* or *Eugene Aram's Cave*, where Aram concealed the remains of his victim Daniel Clark (1745). From Knaresborough to *Pilmoor*, see p. 485. — Fine view of Knaresborough (l.) as we cross the Nidd on leaving it. — 18½ m. *Starbeck* (p. 464). — 20½ m. *Harrogate*, see p. 464.

From York to *Beverley* and *Hull*, see Rte. 61; to *Leeds*, see p. 408; to *Scarborough* and *Whitby*, see Rte. 60; to *Sheffield*, see p. 404; to *London*, see Rte. 51; to *Berwick*, see Rte. 62; to *Selby*, see p. 394.

60. FROM YORK TO SCARBOROUGH AND WHITBY.

A. FROM YORK TO SCARBOROUGH.

42 m. N.E.R. in 1–1¾ hr. (5/7, 3/6). The scenery on this line, except near Kirkham Abbey and Castle Howard, is uninteresting.

Motor Route, 41 m. We leave York by Monkgate (Pl. A 4). — 18 m. **Malton** (p. 474). — 5 m. *Rillington* (p. 474). — 7 m. *Sherburn*. — 2 m. *Ganton* (p. 474). — 5 m. *Seamer* (p. 474). — 4 m. **Scarborough** (p. 474).

York, see Rte. 59. The railway crosses the Ouse and traverses the wide plain of York. — At (6½ m.) *Strensall* is a military training-camp. — 9¼ m. *Flaxton*, 2½ m. N.W. of which are the picturesque ruins of *Sheriff Hutton Castle* (c. 1381), a stronghold of the Nevilles. Sheriff Hutton Church (Dec.) has a peculiar W. tower and unusual window-tracery in the N. aisle; it contains effigies of the 14th and 15th cent., one of which is possibly that of Edward, only son of Richard III (if so, the only monument of a Prince of Wales in a parish church). — About 1 m. N.W. of (11½ m.) *Barton Hill* is *Foston-le-Clay*, of which Sydney Smith was rector

from 1808 to 1828. — 15 m. *Kirkham Abbey.* Prettily situated on the opposite bank of the *Derwent* appear the scanty ruins of the Augustinian priory (open daily, adm. 1/), founded in 1122 by Walter Espec. The chief remains are the exquisite *Lavatorium (14th cent.), the gatehouse (mostly 14th cent.), part of the E. end of the church, and the cloister. — 15¾ m. *Castle Howard.*

About 3½ m. N.W. is the mansion of **Castle Howard**, the magnificent seat of Lady Carlisle, built by Vanbrugh in 1701–31, with a fine art collection (no adm.). From the station we ascend the hill and cross the main road to (1½ m.) the village of *Welburn* (inns), beyond which we reach the avenue, 2 m. long, with a Grecian column 100 ft. high at its S. end. The formal gardens, with statuary, and the beautiful park, with the mausoleum of the earls, are open to the public.

21 m. **Malton** (*Rfmts.*; *Talbot*, good; *George*), an old town of 4822 inhab. on the Derwent, probably the Roman *Derventio*, has an important corn-trade. At *Old Malton*, 1 m. N.E., are the W. front and part of the nave of a Gilbertine priory-church (founded c. 1150; late-Norman and E.E.). Passengers for the *Whitby* line (Rte. 60B) usually change here. Branch-lines W. to *Gilling* and *Pilmoor*, see p. 484; and S.E. to *Driffield*, see p. 477.

At (25½ m.) *Rillington* the line to Whitby diverges on the left. On the right appears the escarpment of the chalk Wolds (comp. p. 480). — The church of *East Heslerton*, 2 m. S.E. of (29¼ m.) *Heslerton*, has statues of SS. Ambrose, Augustine, Gregory, and Jerome, rejected as un-Protestant from the N. porch of Bristol Cathedral (1876). — 34½ m. *Ganton* has a noted golf-course. — At (39 m.) *Seamer* we are joined on the right by the line from *Bridlington* and *Hull* (p. 476), and on the left by that from *Pickering* (p. 478).

42 m. **SCARBOROUGH** (37,201 inhab.), the most popular seaside resort in the N.E. of England, is charmingly situated on the steep shores and the background of two fine sandy bays, which are separated by a bold rocky bluff crowned with the picturesque ruins of the castle. At its S. end the South Bay, the more important, is divided by a picturesque valley, spanned by two bridges, from the South Cliff, the fashionable residential quarter. The sea-front is laid out with pleasant irregularity; there is no formal 'parade'; and the seaward faces of both the N. and the S. Cliffs are covered with delightful gardens. The bathing is good.

Hotels. GRAND, St. Nicholas Cliff, near the middle of the S. bay; CROWN, Esplanade, S. Cliff, R. 5/, L. 3/6, D. 5/6; PRINCE OF WALES, Esplanade, S. Cliff; PAVILION, Westborough, opposite the station; ROYAL, St. Nicholas St.; CLARENCE, Queen's, on the N. Cliff; CAMBRIDGE (pens. 12/6–15/), Ramshill Road; RAMSHILL, Filey Road; BALMORAL, VICTORIA, Westborough; CASTLE, TALBOT, Queen St., both unpretending. — Temperance Hotels: WESTFIELD, WAVERLEY (pens. from 8/6), opposite the station; ALBEMARLE, ADELPHI, Westborough. — Numerous *Private Hotels*, *Boarding Houses*, and *Furnished Apartments*.

Bathing from the beach (bathing-coach 6*d.*) or in the Bathing Pool (adm. 6*d.*; see p. 476). — BATHS. *South Cliff Baths* (bath 1/, Turkish bath 2/6), 63 Ramshill Road; *Public Baths* (swimming-bath 6*d.*), South Foreshore Road.

Post Office, Aberdeen Walk, ¼ m. N.E. of the station.

Cabs. With 1 horse for 3 pers., 1/6 per mile, 3/4 per hour, with two

horses 2/ per mile, 5/ per hour; double fare between 11.30 p.m. and 6 a.m. — TRAMWAYS from the station to the Harbour, the North Bay, etc. — EXCURSION BRAKES run to points in the neighbourhood, and STEAMERS plied daily before the War to *Whitby* or *Bridlington* (2/6, 3/).

Cliff Railways (1*d.*), at St. Nicholas Cliff and the South Cliff.

Amusements. *The Spa*, see p. 476; *Theatre Royal*, St. Thomas St.; *Londesborough Theatre*, Westborough; *Grand Opera House*, St. Thomas St.; *Palladium*; *Floral Hall* (concerts and plays), Alexandra Gardens, North Side; *Olympia* (ballroom and café), *Arcadia* (Pierrots). — ROWING BOATS 1/6 per hour (3 pers.). — CRICKET GROUNN (cricket-festival at the beginning of Sept.), North Marine Road.

Scarborough's early history centres in its castle (see below). As a watering-place it dates from the discovery of mineral springs in 1620, and it was frequented for sea-bathing as early as 1767 (comp. Smollett's 'Humphrey Clinker' and Sheridan's 'A Trip to Scarborough'). — On Dec. 16th, 1914, it was bombarded by a German battle-cruiser squadron, when 19 lives were lost. A submarine attack on Sept. 4th, 1917, caused 3 more deaths.

From the railway station (Rfmts.) the chief business street, known as Westborough, Newborough, and Eastborough, descends N.E. to the *Harbour*, which is most characteristically busy when the Scottish herring-fleet visits the town in August. To the S. stretches the wide *South Bay*, with its sands crowded by holiday-makers, while to the N. the broad *Marine Drive* (toll ½*d.*) sweeps round the base of the castle-hill, to be continued by the *Royal Albert Drive* to (1½ m.) the quieter quarters on the *North Bay*. Immediately above the harbour, on the S. slopes of the castle-hill, is crowded the quaint 'old town' of Scarborough, with narrow and steep but clean streets climbing up towards Castle Road. Here stands the old church of *St. Mary* (Trans. Norman and E.E.), with an interesting series of four chapels opening off the S. aisle. The choir and N. transept were destroyed during the siege of the castle in 1645 (see below). Anne Brontë (d. 1849) is buried in the detached part of the churchyard, E. of the church. Farther to the E. are the ruins of the **Castle** (temp. Henry II; adm. 3*d.*), the chief remains of which are the Norman *Keep* and the *Barbican* by which it is approached across the moat.

Piers Gaveston was besieged and captured in this castle by the Earl of Pembroke in 1312. It suffered two sieges during the Civil War and was twice captured by the Parliamentarians (in 1645 and 1648). George Fox, the Quaker, was confined here in 1665. — The wall of the S.W. side of the spacious *Castle Garth*, which occupies the top of the castle-hill, and the adjacent small 18th cent. barracks show, like the keep itself, traces of the bombardment of 1914.

On the SOUTH BAY, near the too-conspicuous Grand Hotel, are the pretty *St. Nicholas Gardens*, at the top of which (cliff railway), in St. Nicholas St., are the *Municipal Offices*, in a converted mansion. Farther S. the *Ramshill Valley*, with its attractive park, opens on the right. Near its beginning is (r.) the rotunda containing the *Museum* (adm. 3*d.*), the chief treasures of which are a great auk's egg and the skeleton and coffin of an early Briton. Near the sea the valley is spanned by the *Cliff Bridge* (toll ½*d.*; with an entrance to the Spa), and farther up is the much loftier *Valley Bridge* (toll ½*d.*; view), leading from the station to the South Cliff. Just beyond the valley begins the roadway leading to the

Spa (adm. 6*d*., day-ticket 1/), the favourite resort of visitors, which is situated on a terrace close to the sea at the foot of the South Cliff and includes a large concert-hall, a theatre, a restaurant, and an art-gallery. A first-class orchestra plays thrice daily. When the tide permits, visitors may follow the shore, past the sea-front of the Spa, to the admirable new *Bathing Pool* (adm. 6*d*.), at other times reached viâ the South Cliff.

The South Cliff is reached direct from the station viâ the Valley Bridge (p. 475). The exceptionally well laid out *Holbeck Gardens* and *South Cliff Gardens* occupy the seaward face of the cliffs. The Esplanade, which runs near the edge of the cliff, is the scene on Sunday mornings in the season of a gay 'church parade.' The church of *St. Martin-on-the-Hill* has a reredos by Burne-Jones, pulpit-panels by Rossetti, and windows by Morris.

Oliver's Mount (500 ft.), 1½ m. S. of the station, commands fine views of the town and coast.

Fine walks may be taken from Scarborough along the cliffs or sands (beware of the tide): S. to *Carnelian Bay* (pebbles), *Cayton Bay*, *Gristhorpe Bay* (fossils), and (8 m.) *Filey* (see below); and N. to (4½ m.) *Cloughton Wyke* and (6½ m.) *Hayburn Wyke* (p. 477).

Inland the favourite drive is as follows (16 m.). We ascend Stepney Brow, pass to the S. of the racecourse on the moor, and descend to (6 m.) *Ayton*, which may be reached also by the less interesting lower road viâ *Seamer*. We now ascend the wooded *Forge Valley* (rail. stat., see p. 478), watered by the Derwent (trout-fishing), from the (2 m.) end of which 'Lady Edith's Drive,' diverging on the right, leads back to Scarborough (4½ m.). We continue along the Derwent, past the (1½ m.) pleasant inn of *Everley*, to (¾ m.) *Hackness*, beautifully situated at the junction of several valleys. The left-hand road leads through a charming country to *Langdale End* (2¼ m.). Farther on we pass Hackness Church (Norman and E.E.), containing some ancient crosses (partly of the 8th cent.; one with unique runic inscription) and a monument by Chantrey, and the Hall (Lord Derwent). This was the site of a Saxon monastery between 680 and 869. The road now ascends to (1¾ m.) *Suffield* (550 ft.) and then descends, with a superb view, to (1½ m.) *Scalby*, whence we return to (2¾ m.) Scarborough viâ *Newby*.

From Scarborough to Hull, 53¾ m., N.E.R. in 1½–2¼ hrs. (7/3, 4/5½); to (23 m.) *Bridlington* in 40–55 min. (3/1, 1/11). This line runs inland nearly all the way, and the scenery is poor. The road to (17 m.) Bridlington is hilly, with fair surface; thence to (33 m.) Hull, level with good surface. — 3 m. *Seamer* (p. 474). — 9½ m. **Filey** (*Royal Crescent*; *Foord's*; *Three Tuns*) is a quiet bathing-resort (3228 inhab.) on *Filey Bay*, with a good sandy beach extending N.E., below the cliffs, to (1 m.) *Filey Brig*, a curious low rocky spit, c. ¼ m. long. Until recently the boundary between the East and the North Riding (p. 459) separated the town from its interesting church (St. Oswald's; Norman and E.E.), now both in the East Riding. The small rude figure on the wall of the S. aisle is probably not St. Oswald (who was a king, not a cleric). Charlotte Brontë stayed in 1845 in the house at the corner of Belle Vue St. — 16½ m. *Speeton* and (19¼ m.) *Bempton* are both noted for their lofty chalk cliffs, the breeding-places of innumerable sea-birds, the eggs of which are collected by hardy fowlers let down over the sheer precipices on ropes (late May and early June). The fine cliffs may be followed S. to (3½ m.) North Landing (p. 477). — 20½ m. *Flamborough* is 2 m. from the village (fair inns) and 4 m. from the light-house on Flamborough Head (wagonettes meet the trains). The village church has one of the only two rood-lofts in Yorkshire (comp. p. 462). Between the station and the village the promontory is crossed by the misnamed *Danes' Dyke*, the best example in England of a late-Neolithic (or early Bronze Age) 'promontory fort' (p. xviii).

Flamborough Head is a bold chalk headland with sheer cliffs (c. 400 ft. high) descending to the sea. The finest scenery (stack-rocks, caves, etc.)

is on the N. side, in the direction of the *North Landing* (Thornwick Hotel; boats for hire). It was off Flamborough Head that in 1779 Paul Jones, the American privateer, in the 'Bonhomme Richard' captured the British ship 'Serapis' after a bloody fight, in which his own ship was lost.

23 m. **Bridlington** (*Rfmts.*; *Alexandra*; *Britannia*; *Brunswick*; *Black Lion*, in the old town), a popular summer resort (14,334 inhab.) with fine sands, two piers, and a small harbour, is situated on the wide sweep of *Bridlington Bay*. The station lies between the modern watering-place and the old town, 1 m. N. At the latter is the old **Priory Church*, in the E.E., Dec., and Perp. styles, consisting of the nave of the original building, founded for Augustinian canons in the reign of Henry I. The fine gatehouse dates from c. 1388. The chief excursion from Bridlington is that to (6 m. N.E.) *Flamborough Head*, either by railway (see above) or by motor-brake (1/). Another may be made viâ (3 m.) *Boynton Hall*, where Queen Henrietta Maria took refuge in 1643 when bombarded in Bridlington by the Parliamentarian Admiral Batten, to (6 m.) *Rudston*, in the churchyard of which is a huge menhir, 25 ft. high.

At (28¼ m.) *Burton Agnes* are a very fine Elizabethan manor-house (c. 1600) and an interesting church, containing the extraordinary monument of Sir Henry Griffith (first half of 17th cent.). — 34½ m. *Driffield* (Rfmts.; Red Lion; Bell), an agricultural town (5676 inhab.), has a fine 15th cent. church-tower. The trains from Bridlington to *Selby* (p. 394) diverge here to the S.W., while another branch-line crosses the chalk *Wolds* to (20 m.) *Malton* (p. 474). About 3 m. S.W. of Driffield is the fine Norman *Church of *Kirkburn*, with rich carvings, a Norman font, and a curious tower-staircase. — About 1 m. beyond (37½ m.) *Hutton Cranswick* we pass, on the right, *Watton Abbey*, an Elizabethan farm-house incorporating the remains of the largest Gilbertine priory in England (12th cent.), including an exquisite oriel window. The priory was dual, the canons and canonesses each having a church of their own. — 45½ m. *Beverley*, and thence to (53¾ m.) *Hull*, see Rte. 61.

From Scarborough to Whitby and Saltburn, 45½ m., N.E.R. in 2½–2¾ hrs: (6/1, 3/9½); to (21¾ m.) *Whitby* in about 1¼ hr. (3/2, 1/11½). This is one of the prettiest coast-lines in England (best views to the right). For an alternative route viâ Pickering, see p. 478. — The road (Whitby 20¾ m., Saltburn 42 m.) is extremely hilly, with poor surface. — 2¾ m. *Scalby*; 5 m. *Cloughton*. — 7 m. *Hayburn Wyke* (Hornby's Hotel), a wooded dell laid out with a labyrinth of walks (adm. 1*d.*). — Beyond (8 m.) *Staintondale* the train laboriously ascends to (10½ m.) *Ravenscar* (600 ft.; Raven Hall Hotel, ½ m. from the station, R. from 4/6, D. 4/, pens. from 10/6), a seaside-resort. — Beyond a tunnel we obtain a good view of Robin Hood's Bay, with the picturesque village near the far end. — 13½ m. *Fyling Hall*. — 15½ m. **Robin Hood's Bay**, or *Bay Town* (*Victoria*, well spoken of; *Grosvenor Private Hotel*), a quaint irregular fishing-village, built on a steep slope at the N. end of the bay. A new town of lodging-houses is springing up on the high ground near the station. The modern church is by Street. — 18½ m. *Hawsker*.

21¾ m. **Whitby** (West Cliff Station, connected by a branch-line, 1¾ m. long, with the Town Station), see p. 479.

23¾ m. *Sandsend* (Beach Hotel; Sandsend Hotel), a pleasant hamlet. *Mulgrave Castle* (Marquis of Normanby), in a wooded valley 1 m. W., has beautiful grounds and the scanty ruins of an 11th cent. castle (adm. on Mon., Wed., and Sat.; tickets, 6*d.*, at 23 Baxtergate, Whitby, or at Sandsend Station). — 26¾ m. *Kettleness*. — 30 m. *Hinderwell*, station for (1 m.) *Runswick* (Runswick Bay Hotel; Royal, plain), the quaintest of fishing-villages, situated on the beautiful little *Runswick Bay* (good bathing). — 31¾ m. *Staithes* (Station Hotel; Black Lion), another primitive and picturesque fishing-village, built on both sides of a beck, at the bottom of a deep ravine. Captain Cook (p. 479) served here as a lad in a huckster's shop. To the W. rises *Boulby Cliff* (666 ft.), which is said to be the highest cliff on the English coast. — 35¼ m. *Grinkle*. — 36½ m. *Loftus* (Golden Lion; Station), a beautifully situated town with ironworks. — 37½ m. *Skinningrove*. The railway skirts a precipitous cliff and then describes a great curve inland viâ (41¼ m.) *Brotton* (Ship) and (42¾ m.) *North Skelton*, where the Guisborough line diverges (p. 478). — 45½ m. **Saltburn** (*Zetland Hotel*, belonging to the N.E.R.; *Alexandra*, by the pier), a seaside resort (3322 inhab.), with brine-baths and golf-links. The 'Glen' is laid out with pretty gardens (adm. 3*d.*, after 5 p.m. 4*d.*).

From the station an inclined tramway (1*d.*) descends to the pier (adm. 1*d.*). The bathing is excellent. Saltburn is connected by two branch-lines with *Middlesbrough* (p. 486): one (12¾ m.) viâ *Redcar* (p. 486); the other running inland (21 m.) and passing (11 m.) *Guisborough* (Buck Hotel), a pleasant town (7061 inhab.), with the scanty but charming ruins of an Augustinian priory, founded by Robert de Bruce in 1109 (open 11–6 on Wed. and Sat. from June 1st to Oct. 1st).

From Scarborough another branch-line runs due W. to (19¾ m., in ¾ hr.) *Pickering* (see below), skirting the S. edge of the moors and passing *Seamer* (3 m.; p. 474), *Forge Valley* (6½ m.; p. 476), *Sawdon* (9½ m.; the station for *Brompton*, where Wordsworth was married to Mary Hutchinson in 1802), and (16¾ m.) *Thornton Dale*, whence a walk may be taken up the pretty valley viâ *Ellerburn*, with a primitive church, to the (7 m.) *Bridestones*, six great gritstone rocks (comp. below).

B. FROM YORK TO WHITBY.

56 m. N.E.R. in c. 2 hrs. (7/6, 4/8). Passengers usually change carriages at *Malton* (thence to Whitby, 35 m. in 1¼ hr., 4/8, 2/11). — The line, through the Vale of Pickering and the Esk Valley, traverses some of the prettiest scenery in England.

Motor Route, 47 m. Beyond Pickering this is a moorland road, with excessive gradients. We leave York by Monkgate (Pl. A 4). — 18 m. **Malton** (p. 474). — 8 m. **Pickering** (see below). — 8 m. *Saltersgate Inn*. — 9 m. *Sleights* (see below). — 2 m. *Ruswarp* (p. 479). — 2 m. **Whitby** (p. 479).

From York to (21 m.) *Malton*, see pp. 473, 474. At (25½ m.) *Rillington* we diverge N. from the Scarborough line and cross the *Derwent*.

32 m. **Pickering** (*Black Swan*; *White Swan*; *George*), a plain little town (3674 inhab.), has a castle (to the left from the station) and an interesting church (to the right). The *Castle* (adm. free), in which Richard II was confined for a time after his abdication, had two wards and a shell-keep, recast in the 14th cent. but probably with a Norman core. The *Church of SS. Peter & Paul* (Norman & Dec.) contains a Norman font and some knightly effigies, but its chief interest is the *Mural Paintings (c. 1450) in the nave, discovered beneath the whitewash in 1851 and restored in 1889.

On the N. wall (beginning at the W. end): St. George; St. Christopher; Herod's Feast; Coronation of the Virgin (above); St. Thomas of Canterbury; St. Edmund. On the S. wall (as we return): Life of St. Catharine of Alexandria; Seven Corporal Acts of Mercy; Scenes from the Life of Our Lord; Descent into Hell; Resurrection; above, Death, Burial, and Assumption of the Virgin.

Branch-lines connect Pickering with *Scarborough* (see above) and with *Helmsley* and *Pilmoor* (see p. 485).

Beyond Pickering the line abruptly enters a narrow glen. — 38 m. *Levisham* lies 2 m. N.E. of the well-preserved Roman camps of *Cawthorn*. The *Bridestones* (see above) are 5 m. E. — The line ascends to its summit-level (800 ft.) and then descends to (46½ m.) *Goathland* (Mallyan Spout Hotel; Goathland Hotel), in a charming moorland situation, with a cottage-colony for disabled officers and numerous waterfalls in the vicinity. — 49¾ m. *Grosmont* (Station Hotel), junction for the Whitby-Stockton line (p. 480). — We now follow the winding valley of the *Esk*, crossing the river eight times. — From (53 m.) *Sleights* a pleasant walk may be taken S. to (1¼ m.) the beautiful little modern church of

Ugglebarnby and (4 m.) *Falling Force*, a waterfall 40 ft. high. — 54½ m. *Ruswarp*.

56 m. **WHITBY** (11,139 inhab.) consists of the picturesque old red-tiled fishing town on both banks of the Esk (which here makes its way to the sea between tall cliffs) and the modern seaside resort on the West Cliff, quicter than Scarborough and in more picturesque surroundings. 'Whitby jet' ornaments are still made here, though the jet is mainly brought from elsewhere. Capt. Cook (1728–79) made his first voyage round the world in Whitby-built ships; and William Scoresby (1789–1857), another famous navigator, was a native of Whitby. Whitby is the 'Monkshaven' of Mrs. Gaskell's 'Sylvia's Lovers.'

Railway Stations. *Town Station*, in the old town, for all parts; *West Cliff*, 1 m. distant, on the W. Cliff, on the Scarborough and Saltburn line. These are connected by a branch-line (1½ m. long).

Hotels. On the West Cliff: ROYAL, East Terrace; METROPOLE, nearer the West Cliff Station, R. from 6/6, L. 3/6, D. 5/6. — In the town: CROWN, Flowergate; TALBOT, ANGEL, R. & B. 6/6, L. 2/6, D. 4/, BELLE, Baxtergate; CUSTOM HOUSE, by the bridge; WHITE HOUSE, by the golf-links; STATION, JOBLING'S TEMPERANCE, 7/ per day, near the Town Station.

Post Office, Baxtergate.

From near the Town Station Baxtergate leads to the right to the swing-bridge spanning the Esk, the mouth of which is protected by two stone piers, forming a small harbour. On the W. bank, a little beyond the bridge, is a small *Museum* (open 10–dusk; adm. 6*d.*), containing a good geological collection, a curious Saxon comb (with runes), and various interesting curiosities. We cross the bridge to the quaint old fishermen's quarter. Off Church St., the main thoroughfare, opens Grape Lane, in which stands a house (dated 1688) where Capt. Cook served as an apprentice. From the N. end of Church St. a long flight of steps ascends to *St. Mary's Church*, quite unrestored and containing a curious array of Georgian galleries and some portions of Norman work. A modern cross in the churchyard commemorates the poet Cædmon (flor. 670), who was a monk of Whitby Abbey. Close by are the beautiful ruins of ***Whitby Abbey,** which was founded in 657 by St. Hilda for monks and nuns, and was long the chief school of learning in the North.

Destroyed in 867 by the Danes, the abbey was refounded for the Benedictines by William de Percy, a Norman baron. The ruined abbey-church (adm. 6*d.*), situated on the exposed cliff 200 ft. above the sea, dates for the most part from the E.E. period (12–13th cent.), with Dec. work towards the W. end. The W. front was battered by a German bombardment in 1914. The S. side of the nave and the central tower have disappeared. The N. front and the E. end, with its three tiers of triple lancets, are especially fine. The axis of the choir is deflected 9 ft. from the line of the nave. There are no traces of the monastic buildings. The curious old mansion S. of the Abbey was built by Sir Hugh Cholmley, temp. Charles II.

The WEST CLIFF is the modern residential part of the town. The side of the cliff is laid out as pleasure-grounds with the so-called *Spa* (concert-hall, restaurant, etc.). The statue of *Captain Cook*, at the E. end of the Promenade, is by Tweed.

Whitby is an admirable excursion centre, but some of the roads are almost useless for cycles or motors. Pleasant walks may be taken to *Cockshot Mill*, in a pretty glen, 2 m. inland; to (3 m.) *Sandsend* and (4 m.) *Mulgrave Castle* (p. 477); to (7 m.) *Robin Hood's Bay* along the cliffs (p. 477); to (8 m.) *Egton* (see below), etc. The railways to *Scarborough* (p. 477), *Saltburn* (p. 477), *Pickering* (p. 478), and *Stockton* (see below) provide opportunities for many fine walks along the coast and among the moors and Cleveland dales.

From Whitby to Stockton, 43¾ m., N.E.R. in 2 hrs. (5/4, 3/3½). Both railway and road (43 m.; rough and hilly) ascend the Esk valley and give access to the wild moorland scenery of *Cleveland*. — To (6½ m.) *Grosmont*, see p. 478. — 7¾ m. *Egton*, with an ornate Rom. Cath. church, near the village of *Egton Bridge*, in a charming wooded valley. We traverse the defile of the *Arncliffe Woods*, with the 'Beggar's Bridge' at the end of it. — 9½ m. *Glaisdale*, at the mouth of a beautiful side-valley. — 15¼ m. *Danby*. To the E. rises *Danby Beacon* (988 ft.); to the S. lies the ruined *Danby Castle* (c. 1300), once the home of the Latimers. — 16½ m. *Castleton*, a good centre for moorland walks. — 24 m. *Battersby* is the junction for (11 m.) *Middlesbrough* (p. 486), viâ (8¼ m.) *Great Ayton*, the station for the ascent of (¾ hr.) *Roseberry Topping* (1057 ft.). — From (24½ m.) *Ingleby* a charming walk may be taken through *Bilsdale* to (18 m.) *Helmsley* (p. 485). — At (36 m.) *Picton* we join the line from Northallerton to (43¾ m.) *Stockton* (p. 485).

61. FROM YORK TO HULL VIÂ BEVERLEY.

42 m. N.E.R. in 1–1½ hr. (5/7, 3/6); to (33¾ m.) *Beverley* in 50 min.–1¼ hr. (4/6, 2/9½). There is an alternative route from York to Hull viâ *Selby* (44½ m., in 1¼–1½ hr.; see pp. 394, 407), where trains are changed.

Motor Route, 37 m. We leave York by Walmgate (Pl. C 4, 5). — 19 m. *Market Weighton* (see below). — 10 m. **Beverley** (see below). — 8 m. **Hull** (p. 482).

York, see Rte. 59. We diverge S.E. from the Scarborough line (Rte. 60A). — 9¼ m. *Stamford Bridge*, where the Derwent is crossed, was the scene of the great victory of Harold of England over Harald Hardrada of Norway on Sept. 25th, 1066. — A walk from (16 m.) *Pocklington* (Feathers; E.E. and Perp. church) along the escarpment of the *Wolds* to (c. 17 m.) Malton (p. 474) takes us through an out-of-the-way and picturesque country, with old-fashioned villages (fine Norman doorway at *Bishop Wilton*). — 18½ m. *Nunburnholme*, 1½ m. N.E. of the station, has an interesting churchyard-cross (p. xxii). 22¼ m. *Market Weighton* (pron. 'Weeton'; Londesborough Arms), a small market-town at the foot of the Wolds, is also on the line from Selby to Bridlington (p. 394). About 1 m. N.E. is *Goodmanham*, the 'Godmundingaham' of Bede, the site of the heathen temple destroyed by the high priest Coifi after the Great Council of 626. — The line traverses the undulating chalk Wolds.

33¾ m. **BEVERLEY** (*Beverley Arms*; *Holderness*; *King's Head*), a staid, old-fashioned market-town (13,654 inhab.) and the seat of a suffragan bishop, is remarkable in possessing two churches of the highest order. ***Beverley Minster** (interior length 334 ft., width 64 ft., across the transepts 168 ft.), dedicated to St. John the Evangelist, is one of the few great English churches with a double set of transepts, and in size and splendour it is more than the equal of some English cathedrals. It is especially noteworthy for the

singular purity and loveliness of the E.E. work (13th cent.). Admission to the nave is free, to the choir 6*d.*; services on week-days at 8 & 5, on Sun. at 10.30, 3, & 6.30.

John of Beverley (d. 721), Bishop of York, died and was buried at the monastery founded by him at Beverley on the site of a chapel of St. John the Evangelist. Miracles wrought at his tomb led to his canonization in 1037, and kings, from Athelstan to Henry V, conferred benefits on the church, in gratitude for victories won after pilgrimages to his shrine. The minster, rebuilt after its destruction by the Danes in 866, was much disfigured by fire in 1188; and though much of the Norman core was preserved, its restoration during the next two centuries was mainly on Gothic lines. The Choir and *Transepts are E.E., the Nave Dec. and Perp., the *West Façade (with its slender twin towers), the finest of its kind in England, is Perpendicular. In the 18th cent. the church was saved from ruin by restoration under Nicholas Hawksmoor, and further restorations were begun in 1867 under Sir Gilbert Scott.

Interior. Entering by the N.W. porch (Perp.), we begin our survey at the W. end, noting the blending of styles that makes the church, the work of centuries, appear of single design. In the NAVE E.E. (two E. bays) and Perp. (W. bay) are combined with fine Dec. work of the first half of the 14th century. In the S. aisle, which is the earlier and better in detail (tracery and arcading), are the massive late-Norman font and the canopied 'Maiden Tomb' (Dec.). St. John of Beverley is buried at the E. end of the nave. — The GREAT TRANSEPT (E.E.) is notable (like the transepts at York) for having both E. and W. aisles. In the S. arm is a painting (temp. James I) of Athelstan making a grant of sanctuary to the minster (938), and in the E. aisle of the N. arm is a remarkable 14th cent. tomb with the effigy of a priest. — Beyond a modern screen is the *CHOIR, a perfect example of E.E., with a wealth of 15th and 16th cent. wood-carving in the *Stalls. The collection of misericords (68 in all) is the largest in England. The front of the Dec. altar-screen was renewed in 1826 and has since been adorned with statues and mosaics. On the N. side of the altar is the magnificent *Percy Tomb (c. 1350), the masterwork of an English school of sculptors whose skill need fear no comparison with contemporary Continental work. — The lovely RETRO-CHOIR, or *Lady Chapel*, has an E. window (inserted in 1416) now containing fine glass (E.E. to Perp.) collected from other windows. The 'Fridstol,' or peace chair (temp. Athelstan), afforded inviolable sanctuary until the Reformation. In the small *Percy Chapel* (15th cent.), to the N., is the mutilated tomb of the fourth Earl of Northumberland (d. 1489).

The beautiful double staircase in the N. choir-aisle (a very rare feature) formerly communicated with the chapter-house (destroyed). — The *S.W. Tower* (adm. 3*d.*) commands a good view.

*ST. MARY'S CHURCH, about ¾ m. N. of the minster, with a Dec. chancel and Perp. nave (restored by Sir Gilbert Scott), is little inferior in interest to the minster and is superior in possessing a central tower.

Among the most striking features of the exterior are the W. front, a notable example of Trans. from Dec. to Perp., and the great S. porch, with an inner Norman arch (surmounted by a Dec. canopy), an outer E.E. arch, and Perp. windows. The panelled ceiling of the chancel, the earliest part of the interior (early Dec.), is adorned with painted

figures of English kings (1445). The N. choir-aisle is elaborately vaulted, and its adjoining chapel has flowing window-tracery. The choir-screen and misericords deserve attention. The transepts are Perp. rebuilding of mixed older material. The carefully restored nave is mainly Perpendicular. On its N. pillars are angels with shields recording the names of the donors. The rich sculpture throughout should be compared with that in the minster.

Beyond St. Mary's is the red-brick *North Bar*, the sole survivor of the five town-gates, built in 1409–10 and restored in 1867. Outside the town is a large common called *Westwood*, presented to the town by Abp. Neville in 1380; a part of it, *Burton Bushes*, is very picturesque.

From Beverley to *Bridlington* and *Scarborough*, see pp. 477, 476.

38 m. *Cottingham.* The fine and large Perp. church contains the good brass (over-restored) of Rector de Lude (d. 1383), who built the existing chancel.

42 m. **HULL,** officially *Kingston-upon-Hull* (277,991 inhab.), ranking high among English seaports, is situated on the N. bank of the *Humber* (here 3 m. wide), 20 m. from the sea, at the confluence of the little river *Hull*. Its large fishing-fleet furnished many of the armed trawlers that did signal though silent service in the Great War. Apart from its fine church and its importance as the chief packet-station for N. Europe, this busy, progressive port has little to offer the ordinary tourist.

Railway Stations. *Paragon* (Pl. B 2; Rfmts.), main station of the N.E.R.; *Cannon Street* (Pl. A 4; Rfmts.), for the Hull & Barnsley Railway; *Victoria* or *Corporation Pier* (Pl. E 4), for the steam-ferry to *New Holland* (p. 511), whence the G.C.R. runs to Grimsby, Lincoln, etc.

Hotels. Royal Station (Pl. C 2); Imperial (Pl. C 3), Paragon St.; Grosvenor (Pl. C 3). Carr Lane, R. & B. 7/6; Cross Keys (Pl. D 4), Market Place, good and old-fashioned; Vittoria (Pl. E 4), on the Victoria Pier; George (Pl. C 4), Whitefriargate; Royal; Midland Temperance.

Post Office (Pl. C 4), Lowgate. — American Consul, *Homer M. Byington*, 3 King Edward St. vice-consul, *Howard K. Travers.*

Cabs. For 1½ m. 1/6, then 9*d.* per ½ m.; by time, 1/6 per ½ hr. Motor Cabs, 1/ per ½ m. — Electric Tramways, see the Plan; stopping-places are indicated by white poles. — Steam Ferries from the Corporation Pier (Pl. E 4) 11 times daily to *New Holland* (p. 511) and 10 times to *Barton* (p. 511).

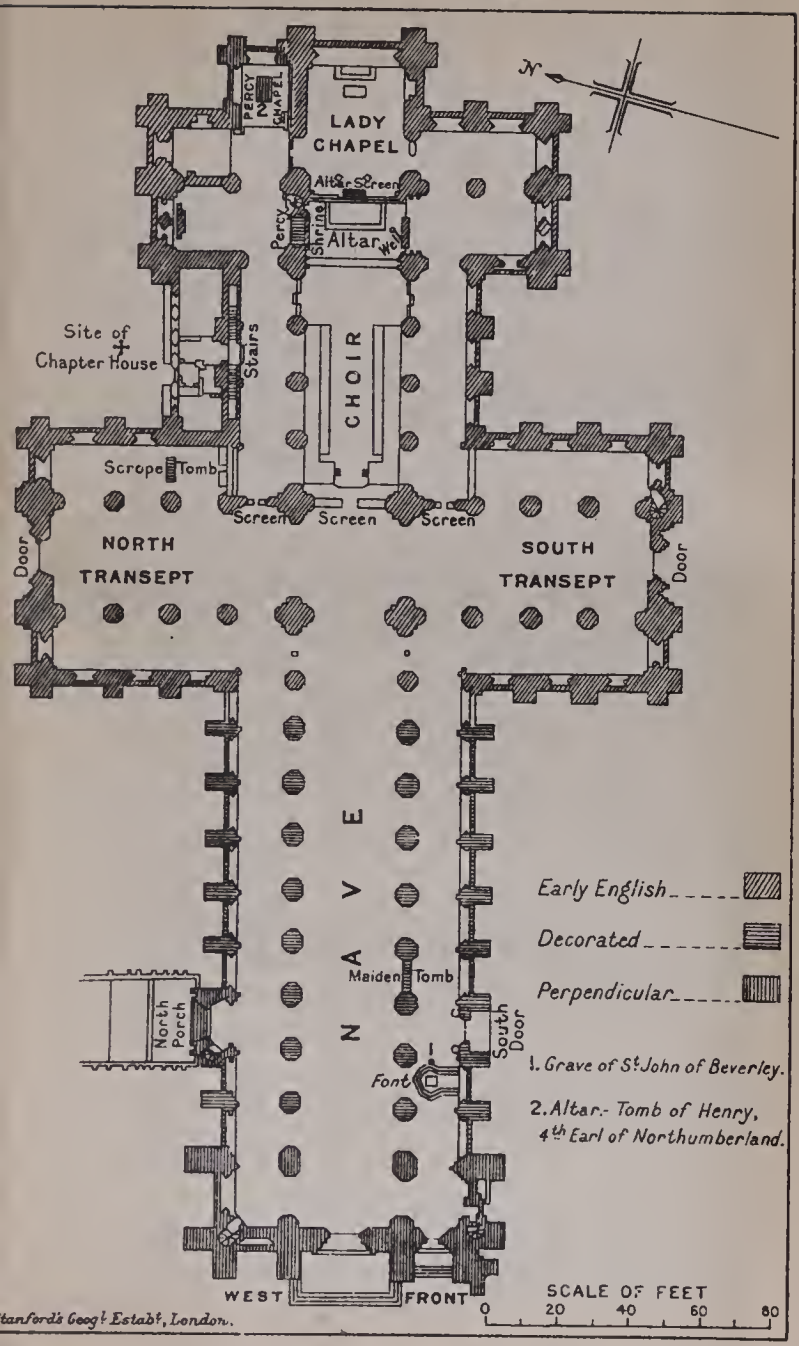
Steamers ply regularly from Hull to Norwegian, Dutch, Belgian, and Danish ports; also to *Grimsby*, *Yarmouth*, *Leith*, etc., and up the river to *Gainsborough*, *Goole*, etc.

Theatres. *Grand* (Pl. B 4), George St.; *Palace Empire* (Pl. C 2; varieties), Anlaby Road; *Tivoli* (varieties), Paragon St. (Pl. C 3).

History. Hull was deliberately selected and laid out as a seaport by Edward I (c. 1298) — an origin different from that of any other town in England. The refusal of Sir Charles Hotham, the governor, to admit Charles I to the town in 1642 was the first overt act of rebellion in the Civil War; and in 1643 and 1644 the town resisted sieges by the Royalists. Andrew Marvell (p. 484), who was member of Parliament for Hull from 1658 till his death, received 6/8 a day during session for his services, and is often cited (perhaps erroneously) as the last paid borough member before the resolution of 1911 established the present payment of members. William Wilberforce (1759–1833) was a native of Hull (p. 483).

From the Paragon Station (Pl. B 2) Jameson St. leads due E. to the statue of *Sir William de la Pole* (see p. 483), at the intersection of King Edward St., which leads to the right to the spacious Victoria Square (Pl. C 3, 4). Here, on the W. side,

BEVERLEY MINSTER



Stanford's Geogl Estabt, London.

riscs the *City Hall*, adjoined by the *Art Gallery*, and on the E. side is the imposing *Dock Office*. The Monument Bridge, named from the adjacent *Wilberforce Monument* (1834), crosses the line of the so-called *Town Docks*, which occupy the site of the ancient moat and wall, and admits to the oldest part of the town. From Whitefriargate, beyond the bridge, we follow Trinity House Lane (on the right), past *Trinity House*, an old foundation for the relief of distressed mariners (interesting plate, paintings, and curiosities), to ***Holy Trinity Church** (Pl. D 4), one of the largest parish churches in England, chiefly Dec. (chancel; transepts) and Perp. (nave).

This church is noteworthy for the early use of brick (introduced from the Low Countries) in the chancel and transepts, for its fine central tower, and for its variety of window-tracery. — The interior effect is marred by the extreme attenuation of the capitals of the nave arcades. A tomb in the S. aisle is supposed to be that of Sir William de la Pole (d. 1366), first mayor of Hull and ancestor of the Earls and Dukes of Suffolk. The 15th cent. font and the modern glass of the S. window of the S. transept are noteworthy.

To the S. of the church is the old *Grammar School*, rebuilt in 1583, where Andrew Marvell and William Wilberforce were educated. The E. end of the church gives upon the Market Place, which is continued on the N. by Lowgate to the Guildhall (see below) and on the S. by Queen St. to *Corporation Pier* (Pl. E 4), where the ferry boats (p. 482) start. Parallel with the Market Place on the E. (various connecting cross streets) is the old-fashioned *High Street* (Pl. D 4, C 5), at the S. end of which, on the right as we ascend, is the old house of the De la Poles (No. 121; rebuilt). Farther up (No. 139; right) is the old 'King's Head,' dating from the 14th century. Towards the end of the street, still on the right, is the *Wilberforce Museum* (No. 25; adm. free), in the house where the great abolitionist was born in 1759. This contains various antiquities and collections referring to the African slave-trade and to the Greenland whale-fishery, for which Hull was long an important centre. — Chapel Lane, opposite the museum, leads to *St. Mary's Church* (Pl. C 4, 5), in Lowgate, a handsome Perp. building, restored and enlarged in 1860–63. — Thence we may return to the Monument Bridge and Victoria Square viâ Alfred Gelder St. (Pl. C 4, 5), passing the *Guildhall* and the *Law Courts*, both on the right.

Adjoining the *Royal Institution* (Pl. B 3), in Albion St., ½ m. N.E. of Paragon Station, is the *Municipal Museum*, notable for its Earle Collection of early Staffordshire ware and its other British porcelain. — The *Pickering Museum* in Pickering Park (3 m. N. of the centre of the city) illustrates the shipping and fisheries of Hull.

Apart from the older Town Docks (see above), the oldest of which is the *Queen's Dock* (Pl. C 4; 1778), the Docks at Hull extend along the river frontage for nearly 7 m. and have an aggregate water-area of about 200 acres. The newest is the *King George Dock* (53 acres), opened in 1914, which is the largest dock on the N.E. coast.

Branch-lines run from Hull (Paragon Station), through the flat corn growing district of *Holderness*, of interest mainly to the ecclesiologist, to the hathing resorts of (15½ m.) *Hornsea* (Alexandra ; Marine ; New), with a large mere, and (26¾ m.) *Withernsea* (Queen's ; Pier). On the line to the latter are (8¼ m.) *Hedon*, once a famous port before Hull was dreamt of, and (17 m.) *Patrington*, each with an unusually striking church. *Hedon Church, known as the ' King of Holderness,' has a Dec. nave, E.E. choir and transepts, and a nohle Perp. tower. The tracery in the windows of the four E. hays of the nave is exceptionally fine. *Patrington Church, the ' Queen of Holderness,' with a central spire, is a heautiful example of the Dec. style ; the W. window, the doorway in the N. transept, and the Easter Sepulchre should he noted. Andrew Marvell (1621–78 ; p. 482) was born in the rectory of *Winestead*, 1½ m. N.W. of Patrington. — About 15 m. S. of Withernsea the Yorkshire coast ends in *Spurn Head*, a causeway of sand and pehhles overgrown with sharp-pointed rushes and marked hy two lighthouses. No trace has survived of the ancient port of *Ravenspurne*, where Bolingbroke landed in 1399 (" upon the naked shore at Ravenspurg " ; ' Henry IV,' Pt. I, iv. 3) and Edward IV in 1471 on his return from exile.

From Hull to Sheffield, 69½ m., Hull & Barnsley Railway in 2–2½ hrs. (7/11, 4/5½). This railway intersects the N.E.R. line from Hull to Leeds (p. 407) beyond (21 m.) *Eastrington* (stations ½ m. apart), and its station at (24 m.) **Howden** (*Wellington*) is more convenient for visitors than the N.E.R. station (comp. p. 407). The important church of **St. Cuthbert* at Howden (mainly Dec., hut of different dates) was made collegiate in 1267. The *West Front (14th cent.) is a very heautiful composition, and the tower (130 ft. high), completed in the 15th cent., is one of the finest in Yorkshire. The choir (14th cent.) and chapter-house (early-Perp.) are in ruins hut retain many heautiful details. Roger of Hoveden (d. 1201 ?), the chronicler, was rector of Howden, and his statue stands in front of the market-hall. — Between (28 m.) *Barmby* and (30 m.) *Drax* we cross the Ouse. — 53 m. *Cudworth* (junction for Barnsley) and thence to (69½ m.) *Sheffield*, see pp. 405, 404.

From Hull to *Selby* and *Leeds*, see p. 407 ; to *Beverley* and *Scarborough*, see p. 476 ; to *Doncaster* viâ Goole, see p. 394, viâ Barnetby, see p. 512 ; to *Gainsborough* viâ Barnethy, see p. 512 ; to *Grimsby* viâ Immingham or viâ Ulcehy, see p. 512 ; to *Lincoln*, see Rte. 65.

62. FROM YORK TO BERWICK.

147½ m. N.E.R. in 3½–5 hrs. (20/, 12/6½), to (66 m.) *Durham* in 1½–2½ hrs. (8/10, 5/6), to (80½ m.) *Newcastle* in 2–3 hrs. (11/3, 6/11½). This is part of the ' East Coast Route ' from London to Scotland (comp. Rte. 51).

Motor Route, 145 m. We leave York hy Bootham (Pl. A 2, 3). — 13 m. *Easingwold* (see below). — 10 m. *Thirsk* (p. 485). — 9 m. *Northallerton* (p. 485). — 7 m. *Great Smeaton*. — 11 m. **Darlington** (p. 486). — 5 m. *Aycliffe* (p. 487). — 7 m. *Ferryhill* (p. 487). — 6 m. **Durham** (p. 487). — 6 m. *Chester-le-Street* (p. 491). — 8 m. **Newcastle** (p. 491). — 2 m. *Gosforth*. — 12 m. *Morpeth* (p. 494). — 19 m. **Alnwick** (p. 495). — 14 m. *Belford* (p. 496). — 16 m. **Berwick** (p. 497).

We have a fine retrospect of the Minster (r.) as the train quits *York* (Rte. 59). 11¼ m. *Alne* is the junction of a light railway to (2½ m.) *Easingwold* (George). In the church of the latter is shown the old parish coffin, used in former days to convey the bodies of the poor to the grave, where they were interred without coffins. — The White Horse on the slopes of the *Hambleton Hills*, ahead of us (r.), dates from 1857. — 16 m. *Pilmoor*.

From Pilmoor to Malton, 24¼ m., N.E.R. in 1 hr. (3/4, 2/). — 6¼ m. *Coxwold* (Fauconherg Arms). Laurence Sterne was perpetual curate here for sevcral years (1760–68), writing part of ' Tristram Shandy ' and ' The Sentimental Journey ' in the house now called *Shandy Hall*. Ahout 1½ m. N.E. are the interesting remains of *Byland Abbey*, a Cistercian foundation transferred from Calder (p. 413) in 1177 ; the chief features are the E.E. façade and S. transept of the church. — 8¾ m. *Ampleforth* has a modern Benedictine priory with an important boys' school (2 m.

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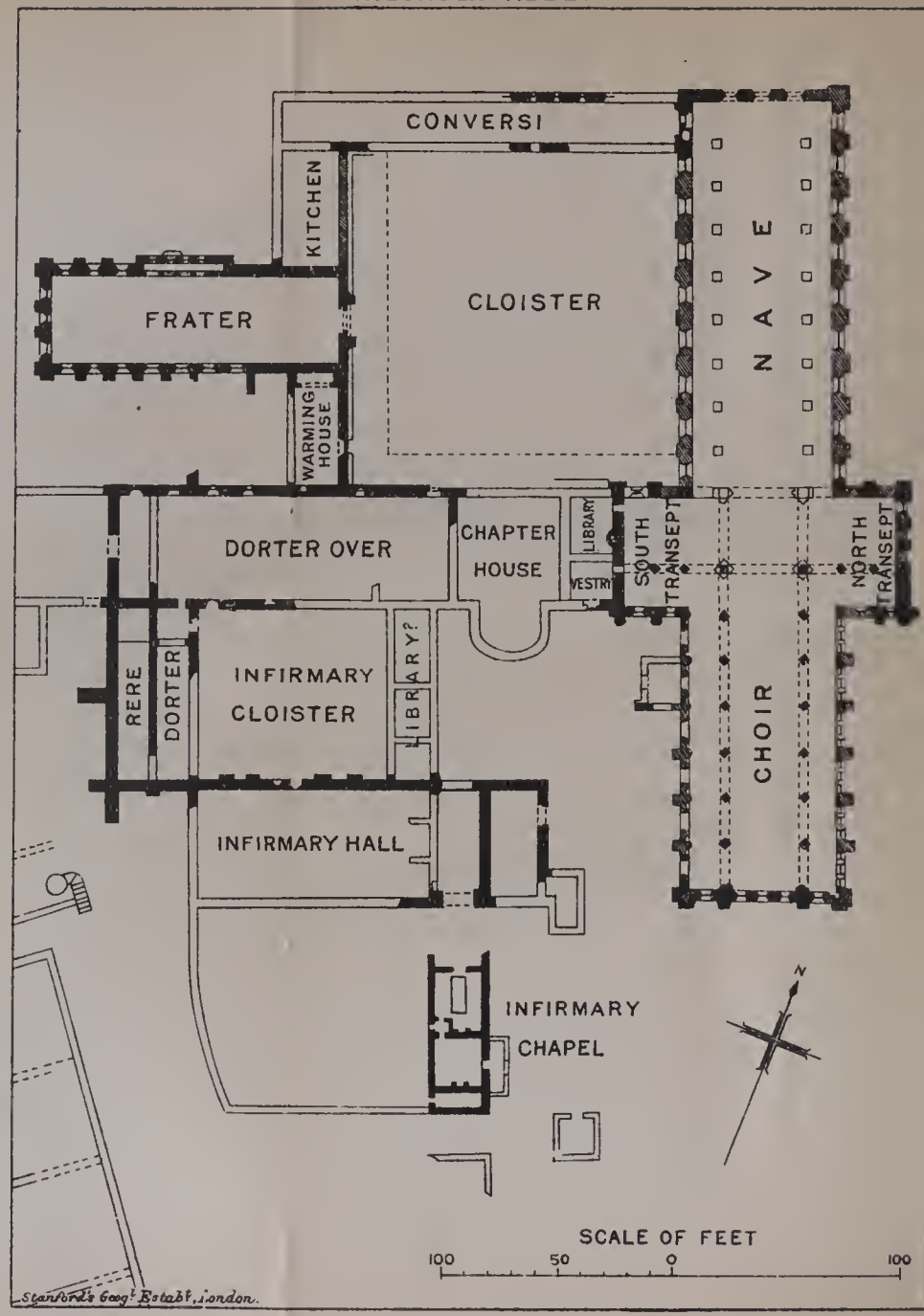
RIEVAULX ABBEY



N. of the station). — 11¼ m. *Gilling*, junction for a line to Pickering (see below). *Gilling Castle* incorporates an Edwardian keep-tower and has an Elizabethan dining-room. — At (15 m.) *Hovingham Spa* (Worsley Arms) is *Hovingham Hall* (Sir Wm. Worsley), with good pictures and a bust of Cromwell (adm. on presentation of visiting card). 16¾ m. *Slingsby*, with a fine ruined Caroline country-house. The church of (18¼ m.) *Barton-le-Street* has some Norman carving. — 24¼ m. *Malton*, see p. 474.

[From Gilling to Pickering, 19 m., N.E.R. in ½–¾ hr. (2/6,1/7). — 7 m. *Helmsley* (Black Swan), with a ruined Norman castle, is the station for ***Rievaulx Abbey** (pron. 'Rivers'), the earliest Cistercian house in Yorkshire (1131), 3 m. N.W. (adm. 6*d.*; closed on Sun.). Visitors may usually approach through *Duncombe Park*, a detour of ¾ m. The mainly E.E. ruins include the choir and transepts of the church, the chapter-house, the frater or refectory, and some other domestic buildings. The lower part of the transepts is Norman, as was doubtless also the vanished nave. The church lay nearly N. and S. Rievaulx Terrace (6*d.*), above the abbey to the E., commands a *View of the valley of the *Rye*, with a glimpse of the distant moors. — Beyond (9½ m.) *Nawton* is the Saxon church of *Kirkdale* (l.) with a noted Saxon sun-dial, recording the rebuilding of the church in the days of Edward the Confessor. — 12 m. *Kirby Moorside* (King's Head). About 4 m. N.E., on the edge of the moors, is *Lastingham*, the interesting church of which has a unique Norman crypt (c. 1080), forming practically a lower church. — 15 m. *Sinnington*, a very pretty village. — 19 m. *Pickering*, see p. 478.]

From Pilmoor a branch runs to (13¼ m.) *Knaresborough* (p. 473) and (17 m.) *Harrogate* (p. 464), passing (6 m.) *Boroughbridge* (Three Greyhounds), where the Earl of Lancaster was defeated by Edward II's army in 1322. *Aldborough*, ½ m. S., with an interesting museum of relics (adm. 6*d.*), was the Roman walled city of *Isurium*.

18 m. *Sessay*. — 22¼ m. **Thirsk** (*Rfmts.*; *Fleece*; *Three Tuns*) is the junction of a line to Ripon, Harrogate, and Leeds (see Rte. 58). The small agricultural town (2937 inhab.), c. 1 m. from the station, has a good Perp. church.

Thirsk is the starting-point for a visit to the picturesque cliff-scenery of the **Hambleton Hills**. One of the chief points is *Whitestone Cliff* (pron. 'Whisson'; 1053 ft.; *View; Hambleton Hotel), at the foot of which is the little lake of *Gormire* (5½ m. E.), without visible outlet or feeder. The road goes on to (5 m.) Rievaulx Abbey (see above).

30 m. **Northallerton** (*Golden Lion*; 4806 inhab.) has a fine church (mostly 12–13th cent.) with a striking Perp. tower. About 3 m. N.W. was fought the *Battle of the Standard* (1138), and c. 8 m. N.E. is Mount Grace (see below).

From Northallerton to Newcastle viâ Stockton, Hartlepool, and Sunderland, 59½ m., N.E.R. in 1¾ hr. (7/2, 4/5½). This forms part of a through express-route from Liverpool and Manchester to Newcastle (c. 6 hrs.) viâ Leeds and Ripon (see pp. 463, 468). — About 3½ m. S.E. of (6 m.) *Welbury*, near *Osmotherley*, lies ***Mount Grace Priory**, established in 1397, the most perfect Carthusian monastery in England (open free daily). The ground-plan consists of two large courts with the church between them. An interesting feature is the separate cells of the monks abutting on the N. court. — 10 m. *Picton* is the junction of a branch to *Whitby* (see p. 480). — 13¼ m. *Yarm*, a quaint little town on a singular loop of the *Tees*, with a 14th cent. bridge. A tablet on the Black Bull Inn marks it as the birthplace of the world's railway system (comp. p. 487). — At (14½ m.) *Eaglescliffe* or *Egglescliffe* (Rfmts.) we are joined by a line from (8¾ m.) *Darlington* (p. 486).

17¾ m. **Stockton-on-Tees** (*Rfmts.*; *Queen's*, at the station; *Trevelyan's*, Church Row, temperance) is a prosperous seaport (52,154 inhab.), with shipbuilding yards and iron-works. The principal *Church* (18th cent.) has a three-decker pulpit. The *High Street* is 180 ft. wide. About 6½ m. N. is *Wynyard Park* (Marquis of Londonderry), with elaborate gardens (open free on Wed., Thurs., and bank holidays, 2–7). — At (20 m.) *Norton* is the mother-church of Stockton, showing considerable remains of Saxon work. 23 m. *Billingham* has a late Saxon church-tower. — 29¼ m. **West Hartlepool** (*Rfmts.*; *Grand*; *Commercial*, Church St., R. 3/6, B. 2/6, unlicensed; American Consular

Agent), on *Tees Bay*, one of the chief exporting centres of the Durham coal-field, has sprung into existence since 1845. Pop. 63,923. It was shelled by German cruisers on Dec. 16th, 1914. It is connected by rail and tramway (2*d.*) with Hartlepool (20,615 inhab.), across *Hartlepool Bay*, which is the original and much more interesting settlement, dating from the foundation of a Saxon convent by St. Heiu c. 640. St. Hilda (p. 479) became abbess in 649 and raised the house to great eminence, but it was destroyed by the Danes in 800. The parish church of **St. Hilda* (late Norman & E.E.; 1188–91) has a heavily buttressed tower. On the side of the town next the sea there remains a considerable section of the 13th cent. *Town Walls*, including the *Sandwell Gate*. *Seaton Carew*, 2 m. S., is a sea-bathing resort. — Beyond West Hartlepool the line skirts the coast. 38 m. *Easington*, with a 13th cent. church (2 m. W.). To the E. of (42 m.) *Seaham Colliery* is *Seaham Church*, with traces of Saxon work. — 47¼ m. Sunderland (*Rfmts.*; *Grand*, R. 4/6, L. 1/6–3/, D. 3/; *Queen's*; *Park Temperance*, pleasantly situated), a busy but grimy town (165,289 inhab.) at the mouth of the *Wear* (S. bank), with shipbuilding yards and a great export trade in coal. There is a good *Museum*. Sir Henry Havelock (1795–1859) was born in Sunderland. The iron bridge (236 ft. in span) crossing the Wear to the unattractive suburb of *Monkwearmouth* (tramway 1*d.*) was the boldest structure of its kind at the date of its erection (1796). *St. Peter's Church*, in this suburb, preserves interesting contemporary remains of a monastery founded by Benedict Biscop in 674. — From Sunderland to *Durham*, see p. 491.

The line now turns inland. Beyond (50½ m.) *East Boldon* a branch-line diverges (r.) to *South Shields* (p. 494), which may be reached also by a line from (56 m.) *Pelaw*. 59 m. *Gateshead East*. — 59½ m. *Newcastle*, see p. 491.

From Northallerton to Middlesbrough and Saltburn, 33½ m., railway in 1¾ hr. (4/6, 2/9½; passengers for Redcar and Saltburn sometimes change at Middlesbrough). — To (14½ m.) *Eaglescliffe*, see p. 485. We are joined here by a line from (8¾ m.) *Darlington* (see below). 17½ m. *Thornaby*, formerly called South Stockton (18,603 inhab.). — 21 m. **Middlesbrough** (*Rfmts.*; *Corporation Hotel*; *King's Head*; *Grand*; *Shaftesbury*, unlicensed, R. & B. 6/), on the S. side of the *Tees* estuary, is the chief place in the Cleveland steel and iron district and the see of a Roman Catholic bishop. Founded in 1820, it grew with enormous rapidity and now contains 105,000 inhab. and produces 2½ million tons of pig-iron annually. The harbour is protected by two breakwaters, the *N.* and *S. Gare* (7000 and 12,800 ft. long). Branch-line to *Battersby*, see p. 480. — 28½ m. **Redcar** (*Coatham*; *Red Lion*; *Swan*; *Smallwood*, temp.), a seaside resort, has a sandy beach. At *Kirkleatham*, 3 m. S., is an almshouse of 1676 with a museum containing a boxwood *Carving of St. George and the Dragon (15th cent.). — 33½ m. *Saltburn*, see p. 477.

From Northallerton to *Leyburn* and *Hawes Junction* (Wensleydale), see Rte. 63A; to *Melmerby* (and *Leeds*), see p. 468.

Between (37¼ m.) *Cowton* and (41½ m.) *Croft Spa* (Hotel) the branch-line to Richmond diverges on the left (Rte. 63B). We cross the *Tees* at Croft Spa and enter County Durham.

Durham, lying between the Tees and the Tyne, is one of the most thickly populated and industrial counties of England, noted for its coal-mines, its ship-yards, and its iron-works. The valleys of the Derwent, Wear, and Tees, however, are full of picturesque charm, and in the W. is a wild region of mountainous moors. The county is conterminous with the diocese, 'the patrimony of St. Cuthbert.' Like Cheshire and Lancashire, Durham is a county palatine, and until the death of Bp. Van Mildert in 1836, when the palatine rights were vested in the Crown, the bishops, as counts palatine, exercised rights of sovereignty within its limits, like the king in his palace (comp. p. 487).

44 m. **Darlington** (*Rfmts.*; *North Eastern*, at the station; *King's Head*; *Imperial*; *Fleece*), a manufacturing town (55,631 inhab.) on the *Skerne*, produces woollens and carpets and is the seat of the N.E.R. locomotive shops, the Cleveland Bridge Co., and other large iron-works. It is also a hunting centre. The church of **St. Cuthbert* (formerly collegiate) is a fine E.E. structure of 1180–1200. The spire was added in

the 14th century. Inside we note the curious stone rood-screen (added to strengthen the central tower) and the stall-work of the time of Card. Langley (1406–37).

Darlington has grown immensely since the opening in 1825, through the joint exertions of George Stephenson and Edward Pease, of the 'Stockton & Darlington Railway,' the pioneer passenger line in England. The No. 1 Locomotive, which drew the first train at a rate of 10–13 m. per hour, is exhibited at the S. end of the main line station. The 44½ m. from Darlington to York were covered once daily just before the War in 43 min. by the fastest train in the British Isles (61·7 m. per hr.).

Darlington is the junction of lines to (12½ m.) *Bishop Auckland* (p. 503); to *Barnard Castle* (Teesdale) and *Kirkby Stephen* (Rte. 63c); to *Richmond* (Swaledale; Rte. 63B); and viâ Eaglescliffe to *Stockton*, *Middlesbrough*, and *Saltburn* (see pp. 485, 486).

Beyond Darlington we ascend the valley of the Skerne, passing (49½ m.) *Aycliffe*, which has a 13th cent. church and two Saxon crosses (one with St. Peter, head downwards). About 2¼ m. E. of (54¼ m.) *Bradbury* lies *Sedgefield* (pop. 3327; Hardwick Arms), with a 13th cent. church. — 57 m. *Ferryhill*, on the edge of a grimy coal-field.

Ferryhill is the junction of lines running E. to Hartlepool (19 m.; p. 486) viâ *Coxhoe Bridge* (2 m.), and W. to Bishop Auckland (9½ m.; p. 503) viâ *Spennymoor* (4 m.). *Coxhoe Hall*, 1 m. N. of Coxhoe Bridge, was the birthplace of Elizabeth Barrett Browning (1806–61).

Beyond (61¾ m.) *Croxdale* we cross the *Wear* (view to r. and l.). A little farther on, on emerging from a cutting, we have a noble *View (r.) of Durham Cathedral and Castle.

66 m. **DURHAM** (17,550 inhab.) is built on a bold peninsula almost surrounded by the *Wear* and, in spite of its network of dingy red-brick streets and the smoke of numerous collieries, is probably the most romantic city in the N. of England. Side by side, on the summit of a richly wooded bank that rises abruptly from the river, tower the great Norman cathedral and the former castle of the prince-bishops.

Railway Stations. *Main Station* (Rfmts.), on the N.E.R. main line, also for Bishop Auckland and for Sunderland viâ Leamside; *Elvet*, 1 m. S.E., for Sunderland and West Hartlepool viâ Murton.

Hotels. ROYAL COUNTY, Old Elvet; THREE TUNS, New Elvet, old-fashioned and comfortable; ROSE & CROWN, Market Place; CASTLE, near Framwellgate Bridge.
Post Office, Sadler Street.

HISTORY. Durham grew up, somewhat like St. Albans, round the nucleus of a cathedral that arose on virgin soil in 995 (see p. 488). As count palatine (see p. 486) the bishop held his own courts of law and ruled with the powers of a petty sovereign, in return for defending the N. marches of the kingdom, so that the city had, almost from the first, a curiously complex aspect—"half church of God, half castle 'gainst the Scot."

There is a magnificent view of the city from the railway station, which stands high above the town. Descending to the Wear, which is crossed at *Framwellgate Bridge* (rebuilt by Bp. Skirlaw, 1388–1406; famous *View to the right), we ascend rapidly to the triangular MARKET PLACE, with the rebuilt church of *St. Nicholas*, a vigorous equestrian statue of the third *Lord Londonderry* (d. 1854), and a picturesque modern fountain. Hence the shortest ascent to the cathedral is to bear always to the right; but those with leisure will do well to traverse the narrow neck of the peninsula (by Flesher

Gate) and descend to *Elvet Bridge*, completed c. 1228 and still retaining a few old bridge-houses, at its S.E. corner (comp. p. 513). On the farther side is the quiet suburb of *Elvet*. By turning to the right and traversing New Elvet, we strike (6 min.) a path at the end of Church Street, which passes through the churchyard of *St. Oswald's* (one of the best of the Durham churches; late 12–15th cent.) and affords a magnificent *View of the cathedral. The path winds gradually through the delightfully laid-out 'Banks' and descends to the (9 min.) *Prebend's Bridge* (1777; fine view), from the farther end of which a track mounts steeply to the cathedral cloister and (4 min.) the S.W. door of the nave (fine ironwork of 1133–40). Those who ascend directly from the market-place cross Palace Green and enter by the N.W. door.

****Durham Cathedral,** dedicated to Christ and the Blessed Virgin, is one of the largest and most important of English churches and has few rivals in situation. Dimensions, see p. xlix. The chief Sun. services are at 8, 11, & 3.30, the week-day services at 10 & 3. A fee of 6*d.* is charged for admission to the Choir, Galilee, and Nine Altars, and 6*d.* more for the Dormitory and Library.

History. The see of Bernicia, originally founded at Lindisfarne (p. 496) by St. Aidan in 635, followed the body of St. Cuthbert to Chester-le-Street (p. 491) in 883, and thence, under Bp. Aldhun, to Durham in 995. Of the Saxon cathedral then erected there is now no trace. The present great Norman church was begun by the second Norman bishop, William of St. Carileph, in 1093, the choir and transepts being first put in hand, and the nave being completed by Bp. Flambard (1099–1128). The Galilee, at the W. end, was added as a Lady Chapel by Bp. Pudsey (c. 1175), whilst the two W. towers (144½ ft.) were probably built between 1100 and 1226. The original church terminated in three apses to the E.; but the present Chapel of the Nine Altars, in the shape of an E. transept, and paralleled only at Fountains Abbey (p. 467), was substituted (1242–80) by Bp. Farnham and his successors. The great central tower (218 ft.) was rebuilt in the latter half of the 15th century.

The Exterior of the cathedral has been marred (N. side, E. end, W. towers) through its barbarous treatment by Wyatt (c. 1795), who pared down the wall for a depth of 4 inches, thus ruining the proportion of the detail. The N.W. porch was spoilt by the removal of its upper story, and by recasting in its present form. The figure of a cow on the N. transept perpetuates the legend that a dun cow acted as guide to Bp. Aldhun in choosing the site for his church. The famous closing ring or knocker (late 12th cent.) is often called a 'sanctuary knocker,' but probably in error, though Durham had extensive rights of sanctuary.

Interior. The view up the church, extending in unbroken vista to the extreme E. end, produces an impression well described by Dr. Johnson as one of "rocky solidity and indeterminate duration." No other great English church, save Peterborough, retains its original Romanesque bulk so comparatively untouched; no Norman work elsewhere is so strongly individualized (an effect due largely to the great circular columns, with their remarkable incised ornament, and to the profusion of zigzag moulding); and none is on the whole so admirably proportioned.

The *Nave is built on the alternate system of single circular columns and clustered piers. The quadripartite vaulting is illogical, being designed for single bays, but if it was constructed (as maintained by some authorities) before

1133, it is perhaps the earliest existing example of a 'high vault' in Europe. Let into the pavement between the second pair of piers from the W. is a cross of Frosterley marble beyond which no woman was permitted to advance. The font is modern; but its towering canopy is part of the magnificent woodwork with which Bp. Cosin endowed his cathedral church (c. 1661). The existing W. window is a Dec. insertion of c. 1346. Part of the S. aisle was formerly screened off as the *Neville Chantry*, and two battered Neville effigies remain in the S. arcade.

The *GALILEE, entered from the W. end of the nave, is a remarkable example of Trans. work, and contains the simple 16th cent. tomb of the 'Venerable Bede' (Pl. 9; d. 735 at Jarrow, p. 494; remains transferred hither in 1022). The inscription ('Hâc sunt in fossâ Bædæ Venerabilis ossa') was cut in 1830. To the N. is the tomb of Card. Langley (Pl. 8; d. 1437); in the recess in the E. wall are late 12th cent. wall-paintings of St. Cuthbert and St. Oswald.

The original Norman ends of the GREAT TRANSEPTS were altered respectively in the 14th (N.) and 15th (S.) cent. by the insertion of the present windows. The crossing is surmounted by an open lantern of unusual height and dignity.

The *CHOIR is separated from the crossing by a light, open screen of coloured marbles, which, though beautiful in itself, is out of keeping with the character of the church. The former screen of Bp. Cosin (1660–72) was removed in 1845, but his fine stalls survive. On the S. is the *Bishop's Throne*, the lower part of which, with a fine recumbent effigy, serves also for the monument of Bp. Hatfield (1345–81), who erected it. The magnificent stone *Altar Screen*, with its lofty open pinnacles, dates from 1372–80. The late 13th cent. *CHAPEL OF THE NINE ALTARS harmonizes admirably, though wholly different in style, with the massively Romanesque choir; but the tracery of the great E. rose is neo-Gothic tampering by Wyatt (1795). The slender polished shafts are of Weardale marble. Here is the raised site, in the place of honour behind the High Altar, of the *Feretory of St. Cuthbert*, destroyed in 1540. The body (comp. p. 488), however, still rests below, notwithstanding the tradition, quoted in 'Marmion,' that its secret burial-place is known to none "save of his holiest servants three."

Durham, as re-established in 995, was a secular church; but Bp. St. Carileph made it monastic in 1083, by transferring hither the monks from the revived Benedictine houses of Jarrow (p. 494) and Monkwearmouth (p. 486). The **Monastic Buildings** remain in considerable completeness to the S. of the nave, and are clustered round the CLOISTER (c. 1388–1418). The Norman CHAPTER HOUSE, partly destroyed in 1796, was restored in 1895. The *Prior's House* is now the *Deaner*. On the opposite (W.) side of the cloister-garth is the *Dormitory* of the monks, now used as the *Chapter Library*, in which are preserved a number of Roman altars and Saxon crosses from the N. of England (including the famous Acca Cross, c. 740, from Hexham), as well as fragments of the wooden *Coffin of St. Cuthbert, made before 698, in which his body was carried on its famous wanderings. The *Kitchen*, at the S.E. angle of the dormitory, is a fine octagonal example of the Glastonbury type. The *Gateway* dates from c. 1500.

To the N. of the cathedral, on the opposite side of Palace Green, and placed so as to guard the exact neck of the peninsula, is the stately ***Castle** of the prince-bishops (open 9–6, in winter 10–4 ; adm. 6*d.*), now used by Durham University (see below). Founded by the Conqueror in 1072, it was probably originally a mere system of defensive earthworks of the 'mote-and-bailey' type, and this plan has been retained through all subsequent mutations.

Visitors are usually conducted first to the *Kitchen*, with its huge fireplaces, recast by Bp. Fox in 1499, and thence through *Bp. Bek's Great Hall* (late 13th cent., but afterwards altered) and *Bp. Tunstall's Gallery* (1530–59 ; old Flemish tapestry) to *Bp. Tunstall's Chapel*, containing good woodwork. The *Lower Hall*, due to Bp. Pudsey (1153–95), is entered by a *Doorway " which may fairly be called the most magnificent example of late-Norman Romanesque art in England." Here are the *Judge's Apartments* and the *Common Room*. We next ascend the splendid Renaissance staircase, which was added by Bp. Cosin (p. 489), to the rooms reserved for the Bishop, and pass through the *Norman Gallery*, once the upper or ' Constable's Hall,' remarkable for its open wall-arcades. We finally descend a second, spiral staircase to the striking *Norman Chapel*, on the ground-floor, the earliest existing portion of the castle (not later than 1100). The *Keep*, on the ancient mote-hill, on the E. side of the courtyard, was rebuilt in 1840.

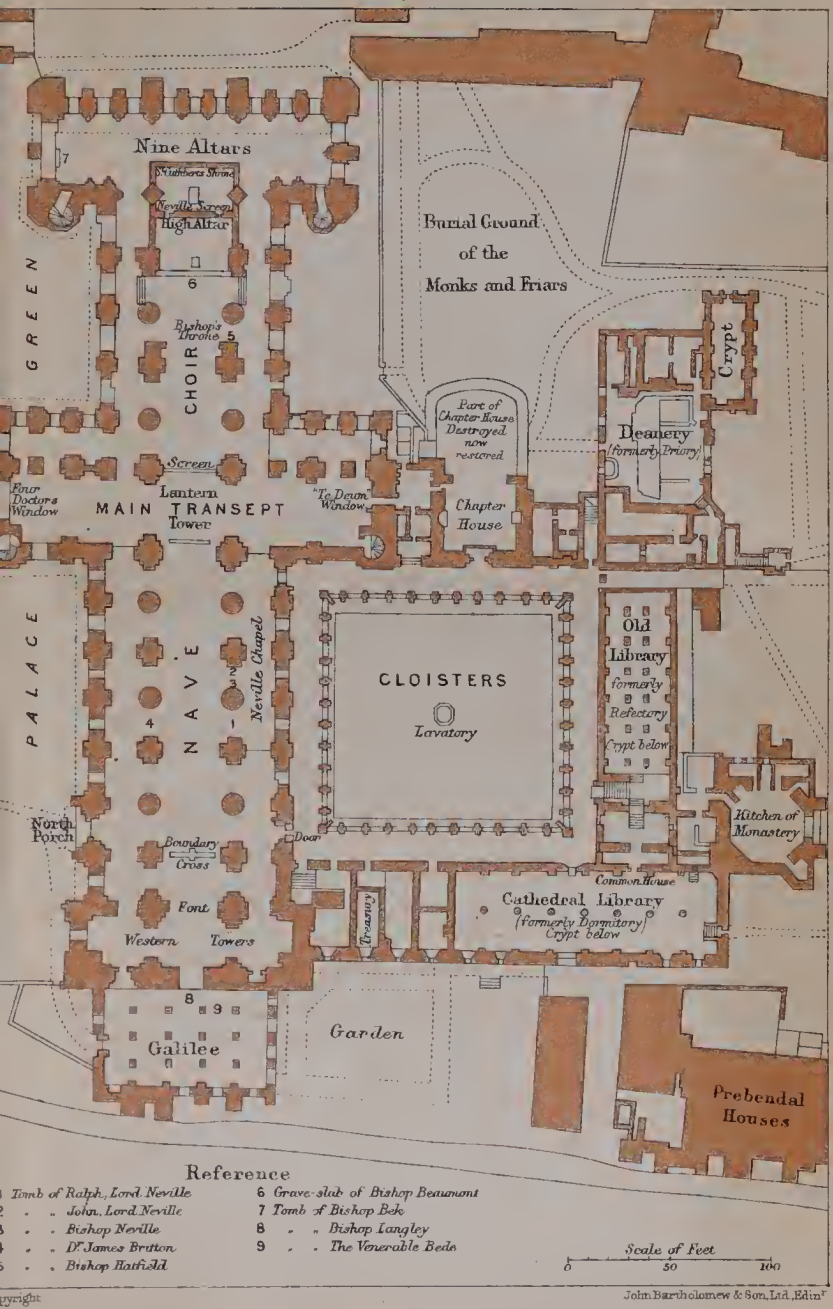
Durham University, as it now exists, was founded in 1833 by Bp. Van Mildert, the last episcopal count palatine, who gave up the castle and part of his princely revenue for the purpose. It now consists of *University College* (occupying the castle), *Bishop Hatfield's Hall* (in the North Bailey), *St. Chad's College*, and *St. John's College*. It includes a theological faculty, a medical school, and the Armstrong College of Science (the last two at Newcastle, p. 491).

The church of *St. Giles* (12th cent.), in the lofty suburb of Gilesgate, should be visited for the view of the cathedral from its churchyard. The views of the cathedral and castle from the W. end of the weir below Prebend's Bridge, from the upper end of South Street, and (more distant) from the University Observatory are worth seeking out.

Environs. **Finchale Priory*, 4 m. N. by lane and footpath, is charmingly situated on the bank of the rocky Wear, 1½ m. from Leamside station (p. 491). It was founded as a cell to Durham Priory by a natural son of Bp. Pudsey in 1196 on the site of the hermitage of St. Godric. The picturesque buildings (adm. 1*d.*) were erected in the 13th century. — Of *Kepier Hospital*, ¼ m. N., on the right bank of the Wear, originally founded in 1112 but probably removed to its present site by Bp. Pudsey (see above), little remains save a 14th cent. gatehouse. — *Neville's Cross*, 1 m. S.W., on the road to Brancepeth (p. 491), commemorates the battle of 1346, in which the Scots were decisively defeated and King David II (p. 72) taken prisoner. — *Sherburn Hospital*, 2½ m. E., retains contemporary remains (gatehouse and chapel) of the picturesque hospital founded by Bp. Pudsey in 1181. — *Pittington Church*, 4½ m. N.E., has an interesting N. arcade of c. 1175. Both Sherburn and Pittington are stations on the line from Durham (Elvet) to Sunderland viâ *Murton*. — *Ushaw College*, 4 m. W., was founded in 1804, in direct succession to the dispossessed seminary for Rom. Cath. priests at Douai. Visitors are shown a small collection of Italian and Flemish pictures ; the chasuble used by Tunstall, last pre-Reformation bishop of Durham ; a beautiful statue of the Virgin and Child by Hoffmann ; and a ring (12th cent. ?) said to have been taken from the coffin, or shrine, of St. Cuthbert. — At *Lanchester*, 8½ m. N W., on an alternative line to Newcastle viâ (14 m.) *Blackhill* (comp. p. 503), are a good 12–13th cent. church (formerly collegiate) and well-marked remains of the Roman (?) *Longovicus*. — *Brancepeth Castle*, see p. 491.

More distant excursions may be made to *Darlington* (p. 486), *Raby Castle* (p. 501), *Barnard Castle* (p. 501) and *Teesdale* (p. 502), and *Chester-le-Street* and *Lumley Castle* (p. 491).

DURHAM CATHEDRAL



Reference

1 Tomb of Ralph, Lord Neville
2 " " John, Lord Neville
3 " " Bishop Neville
4 " " Dr James Britton
5 " " Bishop Hatfield
6 Grave-slab of Bishop Beaumont
7 Tomb of Bishop Bek
8 " " Bishop Langley
9 " " The Venerable Bede

Scale of Feet
0 50 100

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FROM DURHAM TO SUNDERLAND, 15 m., N.E.R. in 25–50 min. (2/, 1/3). — 4½ m. *Leamside* (for Finchale Priory, p. 490). About 2 m. E. of (6¾ m.) *Fence Houses* (tramway) is *Houghton-le-Spring*, with the monument of Bernard Gilpin, 'the Apostle of the North' (d. 1583), in the fine 13th cent. church. — 8¾ m. *Penshaw*. The Doric temple on the hill was erected to Lord Durham in 1844. — 15 m. *Sunderland*, see p. 486.

FROM DURHAM TO BISHOP AUCKLAND, 11 m., N.E.R. in ½ hr. (1/7, 11*d.*). 4½ m. **Brancepeth.** The *Castle* (Viscount Boyne; shown on application to the housekeeper), mostly rebuilt, was the seat, prior to 1569, of the princely house of Neville. It contains pictures by Hogarth, Jordaens, and Frans Hals. The adjacent church of *St. Brandon* (13–14th cent.) is remarkable for its Neville monuments and mid-17th cent. woodwork.— 11 m. *Bishop Auckland*, see p. 503.

71¾ m. **Chester-le-Street** (*Lambton Arms*), a dirty and depressing colliery town (14,712 inhab.), lies on the site of a Roman station. Hither in 883, after eight years of wandering, the monks of Lindisfarne (p. 496) brought the body of St. Cuthbert, and here it rested till the see was removed to Durham in 995 (comp. p. 488). The church is remarkable for its spire (156 ft.), its 'anchorage' (or anchorite's cell), and the fourteen Lumley monuments in its 'Aisle of Tombs' (mostly Elizabethan forgeries). About 1 m. E. is **Lumley Castle* (Earl of Scarbrough; shown by arrangement with the agent), a fine example of the local type of 14th cent. castle (courtyard with angle-towers). — To the right, as we proceed, on a conical hill in the distance, is the Penshaw monument (see above), between which and our present route is the modern *Lambton Castle* (Earl of Durham), in a beautiful park on the Wear (adm. on application to the estate office). — To the left of (76¼ m.) *Lamesley* are seen the woods of *Ravensworth Castle* (Lord Ravensworth), dating in part from the 13th cent. (sometimes shown in the absence of the family). — The line now traverses *Gateshead*, crosses the *Tyne* by the *King Edward Bridge*, and enters Northumberland.

Northumberland, the most northerly county of England, is one of the most sparsely populated, except in the busy Tyneside district in the immediate vicinity of Newcastle. Towards the coast, off which lie the *Farne Islands* and *Holy Island* (p. 496), the county is flat, but its W. side is covered with mountainous moors. Northumberland, which, owing to its proximity to the Scots, is rich also in remains of mediæval fortifications, is crossed in its S. part by the *Roman Wall* (p. 506).

80½ m. **NEWCASTLE-UPON-TYNE** (266,603 inhab.), the county town of Northumberland and the chief city of N.E. England, stands on a steeply sloping site on the left bank of the *Tyne*, about 9 m. from its mouth. It has been the see of a bishop since 1882. The sarcasm, 'to carry coals to Newcastle,' is a tribute to the magnitude of its principal industry, the export of coal, for which it has been famed for generations; but shipbuilding, cannon-founding, locomotive building, etc., are likewise carried on on a very large scale.

Railway Stations. *Central* (Rfmts.), Neville St.; *North Manor* and *East Manor*, for local services; *Gateshead East* (pp. 486, 494); *Gateshead West*, on the Durham local line.

Hotels. CENTRAL STATION, Neville St.; COUNTY, Neville St.; ROYAL TURK'S HEAD, 73 Grey St., with good restaurant; GRAND, Percy St.; DOUGLAS, Grainger St. West; CENTRAL EXCHANGE, 95 Grey St.; MÉTROPOLE, 20 Clayton St. West; CLARENDON, Clayton ¼ St. West, TYNE, YORK, three temperance hotels.

Restaurants. *Tilley's*, 22 Blackett St.; *Emerson*, Blackett St.; *Eldon*, 118 Grey St.; *Royal Grill*, Bigg Market; *Guildhall*, 13 Sandhill; *Criterion*, Market St.; *Carrick's Dairy*, 7 Grainger St., etc.

Post Office, St. Nicholas St. — AMERICAN CONSUL, *Fred. C. Slater*, 42 Grey St.; vice-consul, *Chas. J. Ellson*.

Cabs, 1/ for the 1st mile, then 6*d*. per ½ m.; by time, 1/ for 15 min., then 3*d*. per 3½ min. — ELECTRIC TRAMWAYS run from the Central Station to all parts of the city and to various suburbs.

Theatres. *Theatre Royal*, Grey St.; *Tyne*, Westgate Road. — MUSIC HALLS. *Empire*, Newgate St.; *Palace*, Percy St.

History. Newcastle, under the name of *Pons Ælii*, was a station on the Roman Wall (p. 506). The foundation of the present city is due to the building here of a castle by Robert Curthose (eldest son of the Conqueror) on his return from his incursion into Scotland in 1080. The city suffered more than once (e.g. in 1342 and 1388) from the unfriendly proximity of the Scots, and it held out against them for ten weeks in 1644 on behalf of Charles I. Two years later Charles was here surrendered to the English Parliament by the Scots. — Duns Scotus (d. 1308?) is said to have become a Franciscan monk at Newcastle. Mark Akenside (1721–70), the poet, Lord Eldon (1751–1838), Admiral Collingwood (1750–1810), and Lord Armstrong (1810–1900) were natives of Newcastle.

Turning to the right on emerging from the *Central Station*, a handsome building in Neville Street, we follow Neville Street and Collingwood Street, past the statue of *George Stephenson* (d. 1848), by Lough, to the *Town Hall* (l.) and the cathedral (r.).

The **Cathedral** (*St. Nicholas*), which was one of the largest parish churches in England, was raised to its present dignity in 1882. Externally the sole feature of note is the W. tower, surmounted by a remarkable *Spire (195 ft.) supported in the air by flying buttresses. This is the earliest (1427–45) and best example of its kind in Britain, and almost certainly served as pattern to the later examples that are found in Scotland (e.g. St. Giles's, Edinburgh). Services on week-days at 8 & 5, on Sun. at 10.30 & 6.30.

The interior (mostly 14th cent.) is distinctly pleasing, and the modern woodwork and other fittings of the choir are rich and interesting. The piers run into the arches without the intervention of capitals. We notice the canopy of the font (15th cent.), which stands in the striking vaulted basement of the tower, and the bust of Admiral Collingwood (see above; S.W. pier of crossing), the Trafalgar hero. In the Chapel of the Resurrection is some carving by Belgian refugees (1915). The large painting of the Washing of the Feet is ascribed to Tintoretto. Preserved in the vestry is an illuminated Bible (13th cent.) from Hexham Priory (p. 504).

From the W. end of the cathedral St. Nicholas St. leads S. to the interesting remains of the ***Castle,** the site of which is intersected by the railway.

The *Blackgate*, forming the principal entrance to the castle precincts, dates from the 13th cent. and is one of the most remarkable examples of its kind in England. The upper part (rebuilt in the 17th cent.) and an annexe contain a fine collection of Roman antiquities (10 to 4 or 5; 3*d*.). The noble though not very large *Keep*, on the opposite side of the railway, was built by Henry II in 1172–77 and now contains the mediæval collections of the Newcastle Society of Antiquaries (10 to 4 or 5; 6*d*.). It is entered on the E. face at the second floor level, the stairway being contained in an external fore-building, in the basement of which is the beautiful Norman *Chapel*. The *Hall*, on the second floor, occupies the whole interior space of the keep.

From the castle we descend abruptly by the Side to the *Sandhill*, an open space adjoining the *Quayside* and contain-

ing three or four picturesque old houses. A tablet on No. 42 marks the window through which Bessy Surtees eloped in 1772 to marry the future Lord Chancellor Eldon. On the S. is the classical *Guildhall*, erected by Robert Trollop in 1658, with the later *Merchants' Court* (containing a remarkable chimney-piece of 1630) attached to it on the E. The quay in front of the Guildhall commands a good view of the daring *High Level Bridge*, erected by Robert Stephenson in 1846–49, by which the railway crosses the Tyne from Gateshead (p. 494). The adjacent large *Swing Bridge* is for foot and carriage traffic. From the Quayside, farther down the river, beyond the *Custom House*, Broad Chare, a narrow lane, leads to the left to the *Trinity House*, with its interesting chapel and hall, dating partly from the 18th century. Hence, by a network of squalid lanes, we climb to the conspicuous *All Saints' Church*, rebuilt in classical style in 1789, with the magnificent German or Flemish brass of Roger Thornton (d. 1429). Akenside (p. 492) was born in the adjacent Akenside Hill (formerly Butcher Bank). From the church we make our way N.W. to the foot of Grey Street, laid out in 1832–37 by Richard Grainger as part of his comprehensive scheme for the rebuilding of Newcastle. At the top is a *Column to Earl Grey* (d. 1845).

In New Bridge St. is the *Central Free Library*, in which is a notable *Bewick Collection* (free daily, 3–5), comprising drawings, blocks, and prints by Thomas Bewick (1753–1828), besides personal relics. The adjoining *Laing Art Gallery* contains loan collections.

From the Grey monument GRAINGER STREET, perhaps the busiest and brightest thoroughfare in Newcastle, returns S.W. to the Central Station, passing (l.) the battered-looking church of *St. John's* (partly 14th cent.).

Those with greater leisure may proceed due W. from the Grey monument to *St. Andrew's Church* (which dates from the 12th cent. and later), at the end of Blackett Street. In the immediate neighbourhood, in Stowell Street, amidst squalid surroundings, are considerable remains of the 14th cent. *City Walls*. From St. Andrew's Church Percy Street and Barras Bridge (in which is a good S. African War Memorial) lead N. to the *Hancock Museum* (open from 11 to 4 or 6; adm. 3*d*.), in front of which is a monument to the first Lord Armstrong (p. 492). The museum has valuable collections of birds and of fossils from the coal-measures, as well as an important collection of pencil drawings and prints by Bewick (see above).

Close by, in the pleasant and old-fashioned Eldon Place, is the house (No. 17) in which George and Robert Stephenson lived in 1824–25 (tablet). Also in this neighbourhood, in College Road, is the *Armstrong College of Science*, a member of Durham University (p. 490), and beyond are *Leazes Park* and the extensive *Town Moor*.

About 2 m. N.E. of Newcastle is **Jesmond Dene**, a pretty dell laid out in ornamental grounds, presented to the city by Lord Armstrong (tramway in 16 min.; 1½*d*.). Visitors should ascend as far as the old mill and cascade. On the lip of the glen, near the entrance, are the picturesque ruins of the Norman *Pilgrimage Chapel* of 'Jesus Mons' (key at the lodge).

From Newcastle to Tynemouth, 8½ m., railway in 24 min. (1/3, 8*d.*). We descend the left bank of the river, through the densely populated Tyneside district. — 3½ m. *Wallsend*, so called from the E. end of the Roman Wall (p. 506), which here rested on the Tyne. — 7½ m. *North Shields*, an important seaport, is connected by ferry (every 10 min.; fare 1*d.*) with South Shields (see below). — 8½ m. **Tynemouth** (pop. 58,816; *Grand*; *Bath*, pens. 8/) is a sea-bathing resort and residential suburb of Newcastle. The ruins of the *Priory*, a foundation of perhaps the 8th cent., re-established in the 11th, on a low cliff at the mouth of the Tyne, consist chiefly of the E.E. presbytery and of the 15th cent. Percy Chapel at the extreme E. end. — At *Cullercoats*, a fishing-village 1½ m. N., Grace Darling's boat (p. 496) is preserved in the Marine Laboratory.

From Newcastle to South Shields, 11 m., railway in 34 min. (1/, 6*d.*). — We cross the *High Level Bridge* (p. 493) to (½ m.) *Gateshead East*. The line skirts the S. side of the Tyne. 3½ m. *Pelaw* (p. 486). — 6¾ m. **Jarrow**, a busy town (33,726 inhab.), has large iron-works and shipbuilding yards. The basilica founded here by Abbot Ceolfrid in 685, with its contemporary dedication stone, survives in the chancel of the *Parish Church* (1 m. E.; tramway). The 'Venerable Bede' (p. 489) was an inmate of the adjacent Saxon monastery between 682 and 735, and a chair reputed to be his is shown. — 11 m. **South Shields** (*Golden Lion*, pens. from 10/; *Royal*, pens. 8/) is a busy seaport (108,647 inhab.) on the site of a Roman station. There are excavated remains on the *Lawe*, and altars and funeral steles at the *Free Library*. The principle of the life-boat, first conceived by Lionel Lukin in 1785 (comp. p. 13), was perfected by Henry Greathead of South Shields in 1790.

From Newcastle to Edinburgh by Road, 105 m., a fine motor-route. — 7½ m. *Ponteland*, with an interesting church (late 12–14th cent.). — 13½ m. *Kirkwhelpington*, on the edge of the wild Northumbrian moors. — 9 m. *Otterburn* (Murray Arms) was in 1388 the scene of the defeat of the English under Hotspur (who was captured) by the Scots under Douglas (who was slain). The battle is the subject of the English ballad of 'Chevy Chase' and of the Scottish ballad of 'The Battle of Otterburn.' — We ascend the wild green valley of *Redesdale*, past the Roman station of (5 m.) *Bremenium* and the (6 m.) *Catcleugh* reservoirs of the Newcastle waterworks, to the (4 m.) *Carter Pass* (c. 1400 ft.) between England and Scotland. We descend rapidly to (11 m.) *Jedburgh*, with the ruins of an Augustinian priory. — 12½ m. *Melrose*, with the ruins of a famous Cistercian abbey. — 36½ m. *Edinburgh*.

From Newcastle to the *Roman Wall* and to *Carlisle*, see Rte. 64.

Beyond Newcastle the railway to Berwick traverses the E. side of *Northumberland* (p. 491), running at first through the Northumberland coal-field. — At (86½ m.) *Killingworth* George Stephenson constructed his first locomotive in 1814. — 97 m. **Morpeth** (*Queen's Head*), a small town (7433 inhab.) on the *Wansbeck*, with a curious clock-tower in the main street, has a 14th cent. church and the remains of a castle (14th cent. gatehouse) and of an ancient chantry chapel. At *Mitford*, c. 2 m. up the Wansbeck, and at *Bothal*, c. 3 m. downstream, are ruined castles.

From Morpeth to Rothbury, 25 m., railway in 1¼ hr. (4/, 2/). — 11 m. *Scotsgap* is the junction of a line to *Reedsmouth* (14 m.; p. 505). About 2 m. S.E., 1 m. from *Cambo*, is *Wallington* (Sir George Trevelyan), with one of the finest private collections of china in England (Sat., 1–5). — About 2½ m. E. of (21¾ m.) *Brinkburn*, in a lovely situation on the *Coquet*, is the late 12th cent. *Church of an Augustinian priory (open on Thurs.; 3*d.*). — 24 m. **Rothbury** (*County*, R. 3/9, D. 3/9, pens. 10/6; *Queen's Head*, pens. 9/), a small and picturesque market-town (1147 inhab.), is much frequented in summer for the sake of the beautiful moorland scenery on the Coquet. Close by are the attractive grounds of *Cragside* (Lord Armstrong; open free on Thurs 10–8 & Sun. 2–8). The visitor should explore Coquetdale at least as high as (9 m.) *Harbottle*, with its ruined late 12th cent. castle. A fine moorland walk may be taken to (15 m.) *Otterburn* (see above), skirting the heather-clad *Simonside Hills* (1447 ft.) and passing (11 m.) the fortified parsonage of *Elsdon*.

Beyond Morpeth we quit the Northumbrian coal-field and obtain glimpses of the sea (r.). — 112¼ m. *Warkworth* (Sun, comfortable, pens. from 8/6), a village in a hollow 1½ m. E., with a partly Norman church, is entered by a fortified bridge across the *Coquet*. ***Warkworth Castle** (adm. 2*d.*), which has belonged to the Percys since 1332, is perhaps the most interesting ruin in Northumberland, and is mentioned by Shakespeare in 'Henry IV.' It is largely late 12th cent., but has a very unusual 14th cent. keep. Other notable features are the Lion Tower or gatehouse, the picturesque chapel turret, the Great Hall, and the dungeon beneath the keep. About ½ m. up the Coquet (footpath and ferry; 6*d.*), in the cliff, is a remarkable *Hermitage* (probably excavated in the 14th cent.), the subject of one of Bp. Percy's ballads. — 115¼ m. *Alnmouth*. The village (Schooner; Manor House), 1 m. E., on the estuary of the *Aln*, is a pleasant watering-place with excellent golf-links.

From Alnmouth to Coldstream, 38¾ m., railway in c. 2 hrs. (5/2, 3/2¼). This line affords the most convenient means of access to the *Cheviots* (see below). — 3 m. Alnwick (pron. 'Annick'; pop. 7041; *Swan*; *Star*), pleasantly placed near the *Aln*, is entered from the station by the 15th cent. *Hotspur Gate*. ***Alnwick Castle** (Duke of Northumberland), though much restored, is one of the most imposing examples in England of mediæval fortification. The interior, with a noted picture-gallery, is shown on Wed. & Sat. at 2.30 & 3 p.m. (adm. 6*d.*), and visitors are admitted free to the wards (daily 10–6) and to the gardens (Thurs. till 4.30, and in the absence of the family). The enceinte walls, repaired c. 1309, when the towers were added, were probably erected by Eustace Fitzjohn before 1157. The first or outer ward is entered by a striking 14th cent. gateway, preceded by a barbican. The middle and smallest of the wards has the appearance of a keep, and is mostly reconstruction (c. 1854), but retains its 14th cent. gatehouse, enshrining an earlier Norman doorway, as well as its original well and dungeon. The Perp. *Parish Church* is one of the largest and finest in Northumberland. Of *Alnwick Abbey*, founded in 1147 for Premonstratensian canons, nothing remains save a 15th cent. gatehouse. — ***Hulne Priory**, situated above the Alne, 3 m. N.E. of Alnwick, is reached by a beautiful road through *Hulne Park* (adm. pass for Park and Priory obtained at the Estate Office in Alnwick Castle). Founded in 1240, Hulne Priory is possibly the earliest example of a Carmelite friary in England, and the ruins are the most perfect of their kind.

Beyond Alnwick the line ascends by a considerable gradient, from the top of which we have a view (r.) of the distant *Cheviot Hills*, dividing England from Scotland. — 13 m. *Whittingham* (Bridge of Alne, clean country inn). The church, 1½ m. W., has traces of Saxon work. — From (16½ m.) *Hedgeley* we may ascend the valley of the *Breamish* to (3¾ m.) *Ingram* and (2½ m.) the ancient British village at *Greave's Ash*, in the heart of the desolate Cheviots. — 25¼ m. **Wooler** (*Cottage*; *Black Bull*; *Wheatsheaf*; *Henderson's Temperance*) is a small, grey market-town (1382 inhab.) on the N.E. edge of the Cheviots, much frequented by summer-visitors. About 5½ m. S.E. is ***Chillingham Castle** (Earl of Tankerville; shown occasionally), built in the 14th cent. but remodelled by Inigo Jones. In the beautiful park are the last wild cattle in England (shown on Tues. & Fri.). *Homildon Hill*, where the Scots were defeated in 1402, rises ¾ m. W. of Wooler. — *The Cheviot* (2676 ft.; wild desolate view), the highest point of its group, is easily ascended in 1 hr. from *Langleeford*, 6 m. S.W. (rough driving-road). The descent may be made by the wild gorge of the *Henhole* and the dale of the *College Burn* to (c. 9 m.) *Kirknewton*. About 7 m. N. is *Ford Castle* (Lord Joicey; some 14th cent. work; adm. on written application), on a hill that commands a view of the distant Cheviots and of the battlefield of *Flodden* (p. 497). — Beyond (27¾ m.) *Akeld*, to the left, is *Yeavering Bell* (1182 ft.; *View), with a remarkable British camp. — The line turns N., away from the Cheviots. — 38¾ m. *Coldstream*, see p. 497.

About 2 m. E. of (123½ m.) *Christon Bank* is *Embleton* (Dunstanburgh Castle, clean inn, pens. 7/6), with a 14th cent. fortificd vicarage. On a remarkable basaltic sea-cliff 2 m. farther E. are the striking ruins of *Dunstanburgh Castle*, begun by the Earl of Lancaster in 1313. The gatehouse (afterwards the keep) and the Lilburn Tower should be noticed. The *Rumbling Churn* is a chasm in the line of iron coast. — Beyond Christon Bank, to the left, is *Fallodon Hall* (Viscount Grey), a red-brick mansion (almost wholly destroyed by fire in 1917). From (128½ m.) *Chathill* a light railway runs N.E. to the fishing-village of (4 m.) *Seahouses* (Bamborough Castle; Old Ship), the nearest port for the *Farne Islands* (boat 40/, accommodating, however, a large party).

The **Farne Islands** are a scattered archipelago of about 26 small islands, the nearest and largest of which, *Inner Farne*, is 1½ m. from the coast. Hither St. Aidan often withdrew for contemplation and prayer; and here for 9 years St. Cuthbert lived the life of a hermit. The *Longstone Lighthouse*, on one of the remotest islands, was the scene in 1838 of the heroism of Grace Darling (1815–42) and her aged father in rescuing the survivors of the 'Forfarshire.'

129¾ m. *Lucker* is the station for the village of *Bamburgh* (3 m. E.), though Seahouses (3 m.; see above) and (132 m.) *Belford* (4 m.; better train service) are almost as convenient.

Bamburgh (*Crewe Arms*, *Victoria*, pens. 12/6) was the Saxon capital of Bernicia, and even (for a time) of united Northumbria. The singularly imposing *Castle (grounds open on Thurs., 2.30–4.30 p.m.), on its lofty basaltic crag between the village and the sea, was for generations the occasional home of English royalty, and is sometimes identified with the 'Joyous Gard' of Lancelot of the Lake. It is now the property of Lord Armstrong, and has been too freely restored, though the magnificent Norman keep is a genuine structure of 1150–1200. The choir of the *Church*, on the opposite side of the village, is admirable work of the 13th century. In a small shelter attached to the E. end of the original building St. Aidan died in 651. In the graveyard is the tomb of Grace Darling. Besant's 'Dorothy Forster' should be read on the spot.

139 m. *Beal* is the nearest station to (4 m.) Holy Island. Traps (5/) may be hired at the Plough Inn (¾ m. W. of station), or by writing beforehand to the post office (Mr. R. Bell) or to one of the inns at Holy Island (seat in post-cart 1/3). The journey must be arranged to suit the tides; the sands are never wholly dry, though at low tide pedestrians may cross them (2¾ m.), with caution (way-poles and occasional 'refuges').

Lindisfarne, or **Holy Island** (pop. 575; *Northumberland Arms*; *Iron Rails*; *Crown & Anchor*), is separated from the mainland by a channel that is covered at high tide. St. Aidan (d. 651), a missionary from Iona, was consecrated first bishop in Lindisfarne in 635, and under him and his successors the island became a lamp of Christianity. St. Cuthbert (d. 687) was made bishop in 684, and was buried in the island. When the Danes descended on Holy Island in 875, the monks fled with his body (comp. p. 491). In 1083 a Benedictine monastery was founded here as a cell to Durham Priory, and to this belong the existing ruins of the *Abbey* (described in 'Marmion'), though possibly these incorporate some remains of the Saxon cathedral. The ruins, mostly of red sandstone, afford an admirable example of late-Norman work, with a strong resemblance to the mother-house at Durham. The slight remains of the monastic buildings are remarkable for their fortified character; the entrance to the cloister was (e.g.) protected by a barbican. The little *Castle* (shown in the absence of the family, 6*d.*), on a jutting rock, was built by Prior Castell of Durham c. 1500.

Beyond Beal we have good views of Holy Island (r.) and (looking back) of Bamburgh. At (146¼ m.) *Tweedmouth*,

on the S. bank of the Tweed, the line to Coldstream diverges (see below). We cross the Royal Border Bridge, 126 ft. high and 2000 ft. in length (view to the right).

147½ m. **Berwick-upon-Tweed** (*Rfmts.*; *King's Arms*, R. from 4/, L. 3/, D. 4/6, very fair; *Wood's, Avenue*, two temperance hotels), a seaport and fishing town (13,075 inhab., incl. Tweedmouth), lies at the mouth of the Tweed, on its N. bank. This ancient border town led for centuries a troubled existence, being tossed backwards and forwards in the wars between England and Scotland until it was finally surrendered to England in 1482. As a bastion against the Scots it was then organized as a kind of extra-territorial community, with a government of its own, but it is now regarded as part of Northumberland. The earliest remains (very scanty) of its **Walls* date back to Edward I. The later Elizabethan walls, which enclose a much contracted area, were begun c. 1558, and are, with those of Lucca (1505), Verona (1523), and Antwerp (1545), the earliest examples in Europe of the new military engineering that was afterwards developed by Vauban. Of the *Castle*, in the Great Hall of which (destroyed) Edward I delivered judgment in 1291 in favour of the claims of Baliol to the Scottish crown, there are some scanty remains just W. of the station. The *Parish Church* (1648–52) is interesting as one of the few built in England during the Commonwealth. The famous *Bridge* of 15 arches dates from 1624.

From Berwick to Coldstream, 13½ m., railway in c. 40 min. (1/11, 1/1½). — From (1¼ m.) *Tweedmouth* (p. 496) we ascend the S. bank of the Tweed. — 7¾ m. **Norham.** The ruined **Castle* (1 m. N.; open free daily), on a steep bank above the Tweed, was originally the Border stronghold of the prince-bishops of Durham and is celebrated in Scott's 'Marmion.' The fine Norman keep dates probably from Bp. Flambard (c. 1121). In the *Parish Church* (Norman S. arcade) Edward I opened the fateful Convention in 1290 to weigh the contesting claims of Bruce and Baliol. — Beyond (10¾ m.) *Twizel* we cross the deep glen of the *Till*. — 13½ m. **Coldstream** (*Newcastle Arms*). The little town is in Scotland, on the farther side of the Tweed; but the station is in Northumberland, in the village of *Cornhill* (Collingwood Arms). Coldstream, like Gretna Green (p. 510), was once noted for irregular marriages, and here Lord Brougham was married in 1819. The Coldstream Guards were originally raised here by Gen. Monk in 1650. About 3 m. S.E. is the battlefield of *Flodden*, where the Scots, under James IV, were defeated in 1513 by the English, under the Earl of Surrey. The little church of *Branxton* stands about the middle of the field. A monument 'To the Brave of Both Nations' has been erected on the spot where James is supposed to have fallen. The battle is sung with Homeric vigour by Scott in the final canto of 'Marmion.' From Coldstream to *Alnmouth*, see p. 495.

From Berwick to Edinburgh, 57½ m., North British Railway in 1¼–2¼ hrs. (9/7, 4/9½). The chief place on this line, the final section of the 'East Coast Route' to Scotland (comp. Rte. 51), is (28¼ m.) *Dunbar*, where Edward I defeated Baliol in 1296 and Cromwell the Scots in 1650.

63. WENSLEYDALE. SWALEDALE. TEESDALE. WEARDALE.

These dales, the first two in Yorkshire, the third between Yorkshire and Durham, and the last in Durham, with their picturesque and varied scenery, can be thoroughly explored by the active walker only, although their main points are accessible by carriage or motor. Most of the little inns in the dales are clean and comfortable.

A. FROM NORTHALLERTON TO LEYBURN AND HAWES JUNCTION. WENSLEYDALE.

Branch-line of the N.E.R. from Northallerton to (39¾ m.) *Hawes Junction* in 1¾–3 hrs. (5/6, 3/3½).

Northallerton, see p. 485. Beyond (3 m.) *Ainderby* we cross the *Swale*. — 5¾ m. *Leeming Bar* is on the Roman road ('Leeming Lane') running S. through the vale between the Swale and the Ure. — 7½ m. *Bedale* (Black Swan). In the interesting church (mostly 13–14th cent.), with a striking W. tower and a fine chancel, are several interesting recumbent effigies, including that of Sir Brian Fitzalan (? ; d. 1306). — *Hornby Castle*, the seat of the Duke of Leeds, with a fine collection of paintings (no adm.), is 3 m. N. of (9¾ m.) *Crakehall*. — 11¼ m. *Jervaulx* (pron. 'Jarvis'). About 4 m. S.W. are the picturesque ruins of **Jervaulx Abbey** (open on week-days, 8–6; adm. 6*d.*), dating from 1156, where the arrangements of a great Cistercian monastery may be studied almost as well as at Fountains or Kirkstall. The remains of the monastic buildings include the beautiful E.E. chapter-house, with its grave-slabs of early abbots. The ground-plan of the church may be traced. In the N. transept is a still perfect altar. Prior Aylmer, in 'Ivanhoe,' hailed from Jervaulx. — The church of *Patrick Brompton*, c. 1 m. N. of Jervaulx station, has a beautiful 14th cent. chancel.

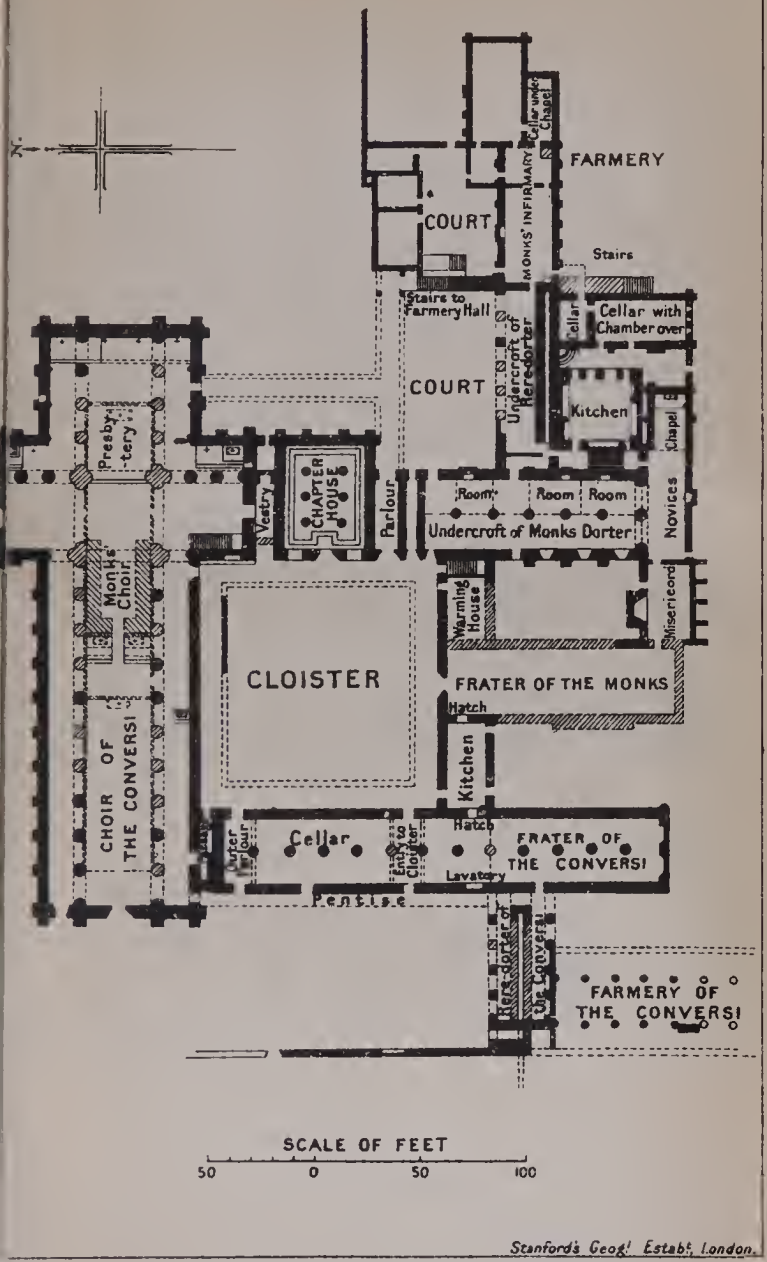
***Wensleydale**, the upper valley of the *Ure* or *Yore*, is generally taken to begin at Kilgram Bridge, just below Jervaulx Abbey, and it extends thence to the border of Westmorland. Its scenery, mostly pastoral in character, without any approach to grandeur, is inferior only to that of Wharfedale among the Yorkshire valleys, and the mountain-passes out of it on the N. and the lateral valleys on the S. are well worth the pedestrian's attention. The cheese of Wensleydale is noted. — The road through Wensleydale from Northallerton to (44¼ m.) Hawes Junction is fair, but undulating and rough in places.

17½ m. **Leyburn** (650 ft. ; *Bolton Arms* ; *Golden Lion*), a little old town high up on the N. bank of the *Ure* (views), is the best centre for excursions in E. Wensleydale.

A footpath (views) beginning near the Bolton Arms leads W. to (½ m.) the **Shawl*, a green terrace running along the N. side of the valley and commanding one of the finest views in the N. of England. About halfway along the walk is the *Queen's Gap*, where Mary, Queen of Scots, is said to have been stopped during an attempted flight from Bolton Castle (p. 499). — About 2½ m. S. of Leyburn (3¼ m. from Jervaulx Abbey) is *Middleham* (White Swan), with racing stables and the imposing ruins of *Middleham Castle* (gratuity), once the stronghold of Warwick the King-Maker and a favourite residence of Richard III. The space between the Norman keep and the outer walls (14th cent.) is extraordinarily narrow. Some scenes in Lytton's 'Last of the Barons' are laid here. From Middleham we may walk S.W. to (2 m.) the slight but picturesque ruins of *Coverham Abbey*, a Premonstratensian house translated c. 1212 to this beautiful site near the foot of *Coverdale*. — The direct road from Leyburn to (9 m.) *Richmond* (p. 500) crosses *Hipswell Moor*, on which, 1 m. beyond (3 m.) Halfpenny House, is *Hartleap Well*, the scene of Wordsworth's poem ; but it is better to diverge to the left at Halfpenny House and reach Richmond via the picturesque Swaledale (p. 500 ; 2 m. farther). — Road to *Kettlewell* (Wharfedale), see p. 462.

20 m. *Wensley*, a pretty village 1 m. S.E. of the station, has a 15th cent. bridge and an interesting church (mainly 13th cent.)

JERVAULX ABBEY



containing a very fine Flemish or German brass (c. 1386) and choir-stalls (1527). The Bolton pew (E. end of N. aisle) incorporates an old parclose (1506–33), probably brought from Easby Abbey (p. 500) at the Dissolution. *Bolton Hall* (Lord Bolton ; no adm.) lies in a lovely park, 1 m. W. of the village and ¾ m. from the station. On the S. side of the valley rises *Pen Hill* (1792 ft. ; view). — 22 m. *Redmire*, amid lovely river scenery. About ¼ hr. N.W. is ***Bolton Castle** (late 14th cent. ; gratuity), the grim, well-preserved stronghold of the Scropes, Wardens of the Western Marches from the time of Richard II down to the Commonwealth. Mary, Queen of Scots, was imprisoned here for six months in 1568. *Scarth Nick*, 2 m. E. of the station, commands a fine view of Wensleydale.

25 m. **Aysgarth** (*Palmer Flatt Hotel*), with a picturesque bridge built in 1539, has a superb late-Dec. rood-screen in the church. The Ure here falls over a picturesque series of flat limestone ledges, forming the *Upper Force* (above the bridge) and the **Lower Force* (½ m. below the bridge). To the S. open the picturesque *Bishopdale* and the valley of the *Walden* ; a fair road runs through the former to *Buckden* in Wharfedale, see p. 463. — 29½ m. *Askrigg* (King's Arms) has an old market-cross and a fine hall of 1678. *Nappa Hall*, 1¾ m. E., the former residence of the Metcalfes, was built in the reign of Richard III. The pretty waterfalls of *Mill Gill Force*, ½ m. N.W. of the village, and *Whitfield Force*, 1 m. farther up the same beck, may be visited. Over the fells to (6 m.) *Muker*, in Swaledale, see p. 500.

On the S. side of the Ure, 1½ m. from Askrigg station, is the pleasant village of *Bainbridge* (Rose & Crown), at the foot of the flat-topped *Addlebrough* (1564 ft.). A horn is sounded here every winter's night at 10 p.m. to guide benighted travellers on the fells. For the beautiful but rough road hence, viâ *Countersett* and *Semer Water*, to (10½ m.) *Buckden*, in Upper Wharfedale, see p. 463.

34 m. **Hawes** (850 ft. ; *White Hart* ; *Crown* ; *Green Dragon*), a dull little town with a butter-market, offers good headquarters for excursions in Upper Wensleydale. About 1½ m. N. is **Hardraw Scar* or *Force* (key at the Green Dragon), c. 90 ft. high and second only to High Force (p. 502) among Yorkshire waterfalls. Pleasant walks may be taken from Hawes to the N. over the *Buttertubs Pass* to *Muker* (see p. 500), and to the S. over *Fleet Moss* to (16 m.) *Kettlewell* (see pp. 463, 462). — The railway continues to follow the wild valley of the upper Ure almost all the way to (39¾ m.) **Hawes Junction** (M.R. ; p. 410).

B. FROM DARLINGTON TO RICHMOND. SWALEDALE.

Branch-line of the N.E.R. from Darlington to (15 m.) *Richmond* in 35 min. (2/2, 1/3). The trains start from Bank Top Station.

Darlington, see p. 486. — 2¾ m. *Croft Spa* (p. 486). We cross the Tees and enter *Yorkshire* (p. 459), soon diverging to the right from the main line. — 6½ m. *Catterick Bridge* (Railway Inn). The Rom. Cath. chapel of *Brough Hall*, near the (¾ m.)

ancient bridge (1425) over the Swale, is a copy of the chapter library at York (p. 471). *Catterick*, the Roman *Cataractonium* (some remains of camp), 1 m. farther on, has a well-restored Perp. church.

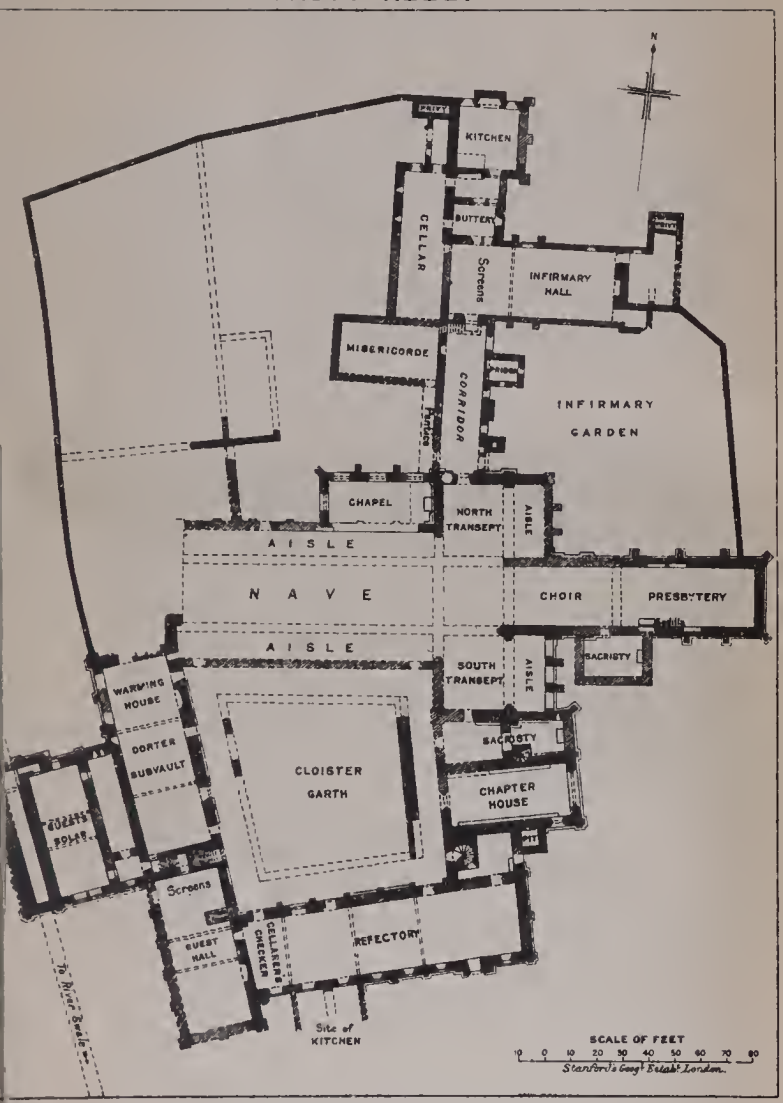
15 m. **Richmond** (*King's Head*; *Fleece*; *Turf*; *Grove*, private), a well-built town (3934 inhab.), is strikingly situated on a rock overlooking the foaming *Swale*. The *Parish Church*, near the station, contains Perp. choir-stalls brought from Easby Abbey. At *Trinity Church*, in the market-place, a 'curfew' bell is rung daily at 8 p.m. and 6 a.m. The beautiful Perp. **Tower* at the back of Frenchgate is the sole relic of the Grey Friars' monastery. On the edge of a precipice sheer above the river rises the **Castle* (daily 8 a.m.–sunset; 6*d*.), originally built by Alan Rufus (d. 1089), first Norman Earl of Richmond, to whom are due parts of the enceinte, Scolland's Hall, and the smaller chapel. The magnificent keep (view) was erected over the Norman gatehouse, c. 1170. Henry VII, who derived the title of Earl of Richmond from his father Edmund Tudor, transferred the name to his new palace at Sheen in Surrey.

A delightful riverside walk leads S.E. to (1 m.) the beautifully situated ruins of **Easby Abbey** (open daily, 6*d*.) founded in 1152 for Premonstratensian canons and dedicated to St. Agatha. It is reached by a path turning off just short of the bridge on the road to the station. The ground-plan of the ruins is extremely irregular. Very little remains of the church, where the Scropes of Bolton Castle (p. 499) were buried, but the refectory, chapter-house, infirmary, and gatehouse are interesting. The picturesque little parish church, adjoining, contains mid-13th cent. wall-paintings.

The *Racecourse*, where horse-races have been held for over 200 years, on the hill 1½ m. N.E. of the town, commands a wide *View. — Other pleasant walks may be taken to *Willance's Leap*, on *Whitcliffe Scar*, 1 m. W. (obelisk), and to *Aske Hall*, the seat of the Marquis of Zetland, 2 m. N., with fine grounds open on application. — *Hipswell*, a village 2½ m. S.E. of Richmond, was probably the birthplace of John Wycliffe, the Reformer (d. 1384).

Richmond is the starting-point for the exploration of **Swaledale**, the deepest, wildest, and not the least picturesque of the Yorkshire dales, which runs parallel with Wensleydale. There is no railway or public conveyance, and the inn accommodation is limited. The main road is good as far as (22 m.) Keld. The picturesque (4¾ m.) *Downeholme Bridge* crosses the river to (1½ m.) *Marske Hall*, the seat of the Hutton family. The road to *Leyburn* (p. 498) now ascends on the left. We next pass (1½ m.) the scanty ruins of *Ellerton Priory* (Cistercian) and those of *Marrick Priory* (Benedictine nuns; founded between 1154 and 1181), 1 m. farther, on the opposite bank. At (2½ m.) *Grinton*, where we cross the river, is the mother-church of Upper Swaledale (Norman to Tudor), with 15th cent. parclose screens and a 'squint' (S. chapel). — ½ m. (10 m. from Richmond) **Reeth** (600 ft.; *Buck Inn*) affords good quarters. A hilly road diverging here ascends the side-valley of *Arkengarthdale*, with disused lead-mines, and crosses the moors viâ (c. 16 m.) *Barras* railway station (p. 503) to (c. 20 m.) *Brough* (comp. p. 410). From it another road, diverging to the N.E. c. 4 m. from Reeth, leads viâ the *Stang* (1677 ft.; view) to (15 m.) *Barnard Castle* (p. 501). — The valley now grows wilder and the road (on the N. bank) becomes hilly and rough. We cross the river at (6½ m.) *Gunnerside* (King's Arms, an anglers' resort) or at *Ivelet*, with pretty falls, 1 m. farther on. — 1½ m. *Muker* (Farmers' Arms), a quaint village in a beautiful situation. Wensleydale may be reached hence by a rough road across the fells (1605 ft.) to (6 m.) *Askrigg* (p. 499), or (better) by the steep road (*Views) past the *Buttertubs* (four deep holes in the limestone) and viâ the *Buttertubs Pass* (1726 ft.) to (8 m.) *Hawes* (p. 499). — The road quits the Swale at Muker and runs through the valley of the *Muker Beck* past (1½ m.) *Thwaite* to (1½ m.) *Keld* (Cat-hole Inn), where it rejoins the Swale. Walkers may

EASBY ABBEY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WARMING HOUSE
DORTER SUBVAULT
CLOISTER GARTH
CHAPTER HOUSE
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GUEST HALL
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REFECTORY
To River Swale
Site of KITCHEN
SCALE OF FEET
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Stanford's Geog.l Estab.t London.

follow the track on the W. bank of the Swale past **Kisdon Force*, ½ m. below Keld, in a most romantic site. The head of Swaledale beyond Keld is dreary, but the rough road thence to (11 m.) *Kirkby Stephen* (p. 410) commands a fine view of the Eden valley from the top of the pass at (7 m.) *Hollow Mill Cross* (1698 ft.).

C. FROM DARLINGTON TO BARNARD CASTLE AND KIRKBY STEPHEN. TEESDALE.

Branch-line of the N.E.R. from Darlington to (39½ m.) *Kirkby Stephen* in c. 1½ hr. (5/4, 3/3½) ; to (16¾ m.) *Barnard Castle* in 40 min. (2/3, 1/4½). — From Kirkby Stephen we may go on (carriages sometimes changed) viâ (50½ m.) *Appleby* to (64¾ m.) *Penrith* (comp. p. 410), a pleasant approach to the Lake District (Rte. 54).

Darlington (Bank Top Station), see p. 486. The line ascends the vale of the *Lower Tees*, which separates County Durham (p. 486) from Yorkshire (p. 459). — At (6¼ m.) *Piercebridge* we intersect the Roman Watling Street. 9 m. *Gainford* has a good 13th cent. church. The railway now crosses the river twice. — 11 m. *Winston*.

Omnibuses (*6d.*) ply hence to *Staindrop*, 2½ m. N., the very interesting *Church of which (11–14th cent.) contains several fine mediæval monuments of the Neville family. Close by is the entrance to ***Raby Castle** (Lord Barnard), the magnificent seat of the Nevilles and later of the Vanes, "the most perfect example of a 14th cent. fortalice." Visitors should note the Neville Gateway, the Keep, the Octagon Drawing Room with its fine Sèvres and other china, and the magnificent Barons' Hall (136 ft. long). Tickets of admission are obtained on previous application at the estate office in Staindrop or to the Private Secretary, Raby Castle, Darlington.

16¾ m. **Barnard Castle** (520 ft.; *King's Head*, pens. 14/; *Raby*; *Robinson's Temperance Hotel*, c. ¼ m. from the station) is a small and very picturesque market-town (4757 inhab.) in a lovely situation on the N. bank of the stony Tees (here crossed by an ancient bridge), c. 1 m. from the station (omn.). Dickens stayed at the 'King's Head' in 1838, while on a flying trip with 'Phiz' to investigate the condition of the Yorkshire schools (comp. p. 502), and a little watchmaker's shop nearly opposite suggested his 'Master Humphrey's Clock.' Through the yard of the 'King's Head' we reach the picturesque ruined **Castle** (open daily 8.30–dusk; gratuity), beautifully situated on a cliff above the Tees, the *View from which is described in Scott's 'Rokeby.'

The castle, founded in 1112–32 by Bernard Baliol, was confiscated in 1295 on the revolt of John Baliol. The chief features of the ruins are 'Richard III's Window,' bearing his crest (a boar); 'Baliol's Tower,' a circular 'Juliet' 50 ft. high (not earlier than Edward II), erected on the wall of a large shell-keep; and 'Brackenbury's Tower.' The Juliet is characterized by its flat domical vaulting and by the spur on the side next the inner ward.

In Westwick Road, on the E. side of the town, is the **Bowes Museum* (open free on week-days, 10–4, 5, or 6, on Fri. from 1 p.m.), a handsome building in the style of a French château, erected in 1869–75 by the Countess of Montalbo and her husband, John Bowes of Streatlam. It contains a picture-gallery, especially strong in works of the Spanish school, besides good collections of French porcelain and other pottery, furniture, valuable tapestry, and numerous small objets d'art.

Barnard Castle is the chief centre for excursions in ***Teesdale,** which extends from the junction of the Tees and Greta, 4 m. below the town, to Caldron Snout, 20 m. above.

To Eggliston Abbey, Rokeby, and Greta Bridge, a 10 m. round, best made on foot; brake 1/6, carr. 6/6, with two horses 10/6. Passing the Bowes Museum the road crosses the river at (1½ m.) the *Abbey Bridge* (1773; toll ½*d.*), which commands lovely views in both directions. On the right bank, upstream, are the picturesque E.E. ruins of **Eggliston Abbey,** founded c. 1200 for Premonstratensian canons. From the bridge the road goes on, skirting Rokeby Park, to (1¾ m.) *Greta Bridge* (Morritt Arms, pens. 7/). Opposite the hotel is the entrance to **Rokeby** (grounds open to visitors), visited in 1809 and 1812 by Scott, who has celebrated the beauties of the district in his 'Rokeby.' On the N. side of the park (reached also by a lane from the highroad) is the *Meeting of the Greta and Tees*, painted by Turner and described by Scott. Walkers may here cross the Greta by the *Dairy Bridge* and follow the E. bank, viâ *Mortham Tower*, a border 'peel' dating from the 15th cent. and now a farmhouse, to (¾ m.) Greta Bridge. — The return to Barnard Castle may be made viâ *Whorlton Bridge*, 2½ m. N.E. of Greta Bridge and 1 m. N.W. of *Wycliffe*, a village whence possibly the family of John Wycliffe may have derived its name (comp. p. 500). A pleasant walk ascends by the N. side of the Greta valley viâ *Brignall Banks* to (7½ m.) *Bowes* (see below).

From Barnard Castle to Middleton-in-Teesdale, 8¾ m., branch-line of the N.E.R. in 22 min. (1/3, 9*d.*). We cross the Tees and ascend its valley. — 2¾ m. *Cotherstone*, a Quaker village at the junction of the *Balder*, had a school of the 'Dotheboys Hall' type, at which Cobden was a pupil in 1814–19. At (5¼ m.) *Romaldkirk* is the mother-church (12–15th cent.) of the Yorkshire side of Teesdale. — Beyond (7 m.) *Mickleton* we cross the *Lune*, which descends from Micklefell (not the Lancaster Lune, pp. 398, 399, etc.). — At (8¾ m.) **Middleton-in-Teesdale** (800 ft.; *Cleveland Arms*, pens. 8/6), once a lead-mining town, the wooded valley becomes barer and more mountainous. Motor-coaches meet the trains to convey visitors to (5½ m.; 2/6 return) High Force Hotel, immediately below which, at ***High Force**, perhaps the noblest waterfall in England, the copious Tees hurls itself over a basaltic cliff, 72 ft. high, into a richly wooded glen. Beyond High Force the road, one of the highest in England, goes on over *Yad Moss* (1946 ft.) to (16½ m.) *Alston* (p. 505). It passes (c. 2½ m.) the clean little *Langdon Beck Inn* (1267 ft.; pens. 8/), whence a rough tramp of 3 m. across the moor brings us to *Caldron Snout*, at the junction of three counties, where the Tees descends a wild ravine in a series of cascades, ½ m. long. Ponies may be obtained at the High Force Hotel for the excursion to Caldron Snout, with which the ascent of *Mickle fell* (2591 ft.; view) may be combined. In fine weather walkers may cross the desolate fells (no track) to the W. of Caldron Snout, following the *Maize Beck*, to (5 m.) ******High Cup Nick*, a savage defile between basaltic cliffs, and descend thence to (7 m. more) *Appleby* (p. 410). — About ½ m. beyond the Langdon Beck Inn a rough track diverges on the right for (5 m.) *St. John's Chapel* in Weardale (p. 503).

Other excursions may be made from Barnard Castle to *Deepdale*, with a huge erratic block in the bed of its beck, which joins the Tees ½ m. above the bridge; and to (7 m.) *Staindrop* and *Raby Castle* (p. 501), viâ (4 m.) *Streatlam Castle* (no adm.), the ancient seat of the Bowes family, now the residence of Lord Glamis. — Road to *Reeth*, see p. 500.

A branch-line runs N.E. from Barnard Castle to (15 m.) *Bishop Auckland* (p. 503).

Beyond Barnard Castle station the Kirkby Stephen line crosses the Tees into *Yorkshire* (p. 459), with a *View of the castle on the left. — Beyond (19 m.) *Lartington* we cross Deepdale (see above) by an iron viaduct 161 ft. high. — 22¾ m. *Bowes* (928 ft.; Unicorn; Antelope), the Roman *Lavatræ*, has a ruined Norman keep. In the churchyard are the graves of the 'Edwin and Emma' of Mallet's pathetic ballad. The reputed original of 'Dotheboys Hall,' in 'Nicholas Nickleby,' is pointed out in Bowes. — The railway ascends the valley of the Greta and traverses the desolate *Stainmoor*, attaining its

summit level (1378 ft.) and entering *Westmorland* (p. 399) about 6 m. beyond Bowes, near the Roman camp of *Rey Cross*, on the Roman road from York to Carlisle. A magnificent *View now opens across the rich vale of Eden to the distant mountains of the Lake District, and the line descends rapidly. — 33 m. *Barras*, on the moorland road from Brough to Reeth, see p. 500.

39½ m. **Kirkby Stephen**, and thence to *Tebay*, *Penrith*, or *Carlisle*, see p. 410.

D. BISHOP AUCKLAND AND WEARDALE.

Bishop Auckland, a railway centre of local importance, is reached by branch-lines of the N.E.R. from *Darlington* (see p. 487), *Ferryhill* (see p. 487), *Durham* (see p. 491), or *Barnard Castle* (see p. 502).

Bishop Auckland (*Commercial Hotel*), a colliery town (13,834 inhab.), has been a seat of the bishops of Durham from the 12th cent. onwards. *Auckland Castle* is largely of the early 16th cent., but its beautiful **Chapel* (open free on week-days, 10–5), formerly the Hall, was built by Bp. Pudsey (late 12th cent.) and recast by Bp. Cosin (17th cent.). The park (entrance in the market-place) is open to the public daily till sunset (Sun. till 5 p.m.).

About 1 m. S.E. is the fine 13th cent. mother-church (formerly collegiate) of *St. Andrew Auckland*. The small and simple 7th cent. *Church of *Escomb* (3 m. W. by road), one of the earliest in England, is said to be built partly with stones from the Roman station of *Vinovia*, at *Binchester*, 1½ m. N. of Bishop Auckland (comp. p. xxxviii).

From Bishop Auckland to Wearhead, 25¼ m., N.E.R. in c. 1½ hr. (3/6, 2/1½). Carriages are changed at Wear Valley Junction. — Beyond (2¼ m.) *Etherley* we cross the Wear. — 3¼ m. *Wear Valley Junction*, for the line crossing an iron and coal mining district to (2¾ m.) *Crook* and (17¾ m.) *Blackhill* (p. 490). — 4½ m. *Witton-le-Wear* is a picturesque village with a striking (though altered) castle of 1410, on the opposite bank of the Wear. 10¾ m. *Wolsingham* (Black Bull); 14 m. *Frosterley*. — 16 m. *Stanhope* (Phœnix; White Lion), the centre of a lead-mining and quarrying district, is the best headquarters for walks among the moors of **Upper Weardale**, of which it is the capital. The church dates mainly from the 13th century. In the rectory is a Roman altar commemorative of a wild boar 'eximiæ formæ.' Bp. Joseph Butler, author of the 'Analogy,' was rector here in 1725–40. The lonely *Stanhope Common*, stretching to the N., was once a deer-park of the bishops of Durham. — From (23¼ m.) *St. John's Chapel* a rough road crosses the fells S. to (5 m.) *Langdon Beck* in Teesdale (p. 502). — 25¼ m. *Wearhead* is surrounded by lofty bleak hills. Moorland roads run hence N. viâ (4½ m.) *Allenheads* to (11½ m.) *Allendale* (p. 505), in Northumberland, and N.W. over *Killhope Law* (2200 ft.; fine views) viâ (6½ m.) *Nenthead* to (11½ m.) *Alston* (p. 505), in Cumberland.

64. FROM NEWCASTLE TO CARLISLE.

60¼ m. N.E.R. in 1¼–2½ hrs. (8/1, 5/). This line, which passes from Durham to Cumberland beyond (40½ m.) Greenhead, runs more or less parallel with the *Great Roman Wall* (p. 506). The chief points on the Wall may be visited from *Hexham* (see below), *Humshaugh* (p. 505), and *Haltwhistle* (p. 505), but interested travellers should walk or drive from Newcastle to (27 m.) *Shiel* and walk thence to (12 m.) *Greenhead* (comp. p. 506).

Motor Routes. *A.* Viâ Chollerford, 56 m. — 7 m. *Heddon-on-the-Wall* (p. 506). — 9 m. *Stagshawbank.* — 5 m. *Chollerford* (p. 507). — 17 m. *Greenhead* (p. 505). — 8 m. **Brampton** (p. 506). — 6½ m. *Crosby.* — 3½ m. **Carlisle** (p. 507). [Or from Brampton: 5 m. *Warwick*; 4 m. Carlisle.]

B. Viâ Hexham, 59 m. — 4 m. *Blaydon.* — 6 m. *Prudhoe* (see below). — 6 m. *Riding Mill.* — 2 m. *Dilston* (see below). — 3 m. Hexham (see below). — 7 m. *Haydon Bridge.* — 9 m. *Haltwhistle* (p. 505). — 4 m. *Greenhead*, and thence as above.

Newcastle, see p. 491. The line ascends the valley of the *Tyne*, which is at first disfigured by coal-pits. — At (1¾ m.) *Elswick* are the huge Armstrong Ordnance, Steel, and Shipbuilding Works (introduction necessary), which produced enormous quantities of war-material in 1914–18. — 8½ m. *Wylam* was the birthplace of George Stephenson (p. 487; 1781–1848). — 10½ m. *Prudhoe* has a picturesque ruined castle on a cliff to the left (small Norman keep). We quit the grimy coalfield and the valley becomes beautiful. — Close to (13 m.) *Stocksfield* is the village of *Bywell*, with a 15th cent. gatehouse and a fine Saxon church-tower (950–1066). — 17$\frac{3}{4}^{5}$m. *Corbridge.* The E.E. church has a Saxon nave and 'porch-tower' (600–800). About 1½ m. N.W. are the recently excavated foundations of the important Romano-British city of *Corstopitum*, which was not abandoned till c. 385. The slight remains of *Dilston Castle* (1½ m. W.) have a romantic association with the last Lord Derwentwater, executed for participation in the Jacobite rising of 1715 (comp. p. 421). *Aydon Castle*, 3½ m. N.E., is an interesting fortified manor-house of 1305.

20¾ m. **Hexham** (*Royal Commercial*; *Abbey Temperance*; *Tynedale Hydropathic*) is an old town (8417 inhab.), now the see of a Rom. Cath. bishop. As viewed from the noble bridge across the Tyne, it is one of the most picturesque towns in the N. of England. It is intersected from E. to W. by one long street, the different sections of which are known as Priest Popple, Battle Hill, and Hencotes. Its magnificent *Priory Church (*St. Andrew's*; open 10.30–12.30 & 2.30–4.30), the "text-book of E.E. architecture," is larger than some cathedrals.

Of the first church here, erected by St. Wilfrid (c. 672–78), the foundations of the apse, some fragments of the nave, and the important **Crypt* or *Confessio* (resembling that at Ripon, p. 466) survive in the present building. Between 681 and 821 this church was the cathedral of a Saxon bishopric. It was succeeded by an Augustinian priory; and to the canons is due the erection (?1175–1225) of the existing beautiful choir and transept, the latter of which is distinguished for its disproportionate length (c. 153 ft.) and for its almost unique retention (S. end) of the canons' night-stair from the dormitory. The nave remained unfinished till 1908. Among features of special interest are the remarkable wooden

Pulpitum (1491–1524); the stone Saxon **Bishop's Chair*, which afterwards served as sanctuary-stool; the 15th cent. *Choir Stalls*; the remarkable *Leschman* and *Ogle Chantries*, respectively N. and S. of the chancel; the fine 15th cent. *Portraits* of seven bishops of Hexham; the four surviving panels of a *Dance of Death*; and the monument of *Flavinus*, a Roman standard-bearer (S. transept). There are considerable remains of priory buildings to the S. of the nave, and ruins of the late 12th cent. gateway in Gilligate.

The striking 15th cent. *Moot Hall*, E. of the picturesque market-place, was the tower-house of the bailiff of the Abp. of York, who was lord of the Regality of Hexham prior to 1572. Still farther E. is the *Manor Office*, the mediæval prison of the regality (built in 1330), and perhaps the only example of its class in England.

Hexham is perhaps the best centre for the Roman Wall (p. 506) for fair walkers, who can take the train hence to various points on it.

A moorland road, passing near the (2½ m.) site of the battle of Hexham (1464), in which the Lancastrians were defeated by the Yorkists, leads S. to (10 m.) *Blanchland* (Lord Crewe Arms, pens. 10/), a singularly picturesque village in the secluded valley of the *Derwent*. Some portions of the Premonstratensian abbey founded here in 1165 survive in the parish church, and the curious village square is entered through the original abbey gateway.

Allendale (700 ft.; King's Head; Forster's, temperance), 13 m. S.W. of Hexham (railway in ¼ hr.), is a frequented summer-resort, whence we may explore the pastoral dales of the *East* and *West Allen*. Road to *Wearhead* (11½ m.), see p. 503.

From Hexham to Riccarton Junction, 42 m., N.B.R. in 1¾ hr. (7/, 3/6). — We ascend the wooded vale of the *North Tyne* (views to the left). — 5 m. *Humshaugh*, the station for Chollerford (p. 507). Opposite (7¾ m.) *Barrasford* (ferry) is *Haughton Castle* (in part 13th cent.). — On the left, 1¼ m. short of (11½ m.) *Wark*, is *Chipchase Castle*, with a 14th cent. tower-house attached to a mansion of 1621. — 15½ m. *Reedsmouth*, at the entrance to the wild *Redesdale* (p. 494), is the junction for Scotsgap and Morpeth (see p. 494). The line now ascends a beautiful almost uninhabited moorland country to the source of the North Tyne, which rises on the desolate slopes of *Peel Fell* (1975 ft.) and *Carter Fell* (1815 ft.). About ½ m. beyond (36½ m.) *Deadwater* we cross the Border and enter *Scotland*. We descend along the *Liddel* to (42 m.) *Riccarton Junction*, on the main line from Carlisle to Edinburgh (see p. 510).

We ascend the South Tyne. — 32½ m. *Bardon Mill*, for (3½ m.) *Housesteads* and the *Northumbrian Lakes* (see p. 507). On the way we pass (2 m.) the outlying Roman station of *Vindolana*, with a Roman milestone. — 37 m. *Haltwhistle*, a small pit-town (3979 inhab.).

Featherstone Castle (3½ m. S.W.) should be visited for the sake of its situation by the side of the stony Tyne. — A branch-line ascends the South Tyne, passing the Roman camp of *Whitley Castle* (r.), to (13 m.) *Alston* (pop. 2052; Blue Bell), one of the highest market-towns in England (c. 950 ft.). It is a good starting-point for the ascent of (10 m.) *Cross Fell* (2930 ft.), the culminating summit of the Pennine range. Road to *Wearhead* (11½ m.), see p. 503; to *High Force* (16½ m.), see p. 502.

We now quit the valley of the South Tyne. — At (40½ m.) *Greenhead* we cross to the N. of the Roman Wall (p. 507), but we soon recross it and enter *Cumberland* (p. 400). — 42½ m. *Gilsland* is the station for **Gilsland Spa** (*Orchard House*, pens. from 8/6), with its sulphur and chalybeate springs, situated 1½ m. N. in the valley of the *Irthing* (omn.) It was at Gilsland Spa that Walter Scott first met Miss Charpentier (comp. p. 508), and he has celebrated the neighbourhood in 'Guy Mannering.' About 1½ m. W. of the station are the

excavated ruins of *Amboglanna*, the largest and one of the most interesting stations on the Roman Wall (p. 507). — The line descends towards the Vale of Eden. 47¾ m. *Naworth*. — 49¼ m. *Brampton Junction*, for a branch-line to (1¼ m.) *Brampton* (White Lion ; Howard Arms, temperance).

About ½ m. N. of Naworth and 2½ m. N.E. of Brampton is ***Naworth Castle**, the property of the Earl of Carlisle, which passed from the Dacres to the Howards in 1577 by the marriage of their heiress to 'Belted Will Howard' (comp. 'The Lay of the Last Minstrel'). It dates from c. 1335, and is picturesquely built round a central courtyard. The apartments shown by special permission are the Great Hall; the Study and Bedroom of 'Belted Will'; and the Oratory, with a painting of the Passion and Resurrection dated 1514. — ***Lanercost Priory**, 2 m. N.E. of Brampton, was founded for Austin canons by Robert de Vaux c. 1169. The choir (with its Dacre tombs) is ruinous, but the E.E. nave is still used. The W. front is particularly beautiful, and the gateway remains. — About 8 m. N.E., by a desolate moorland road, is the retired village of *Bewcastle*, with a remarkable *Cross of the 7th cent. (14½ ft. high).

55¾ m. *Wetheral*, where we cross the *Eden*, retains the picturesque gatehouse of a Benedictine priory of 1106. — On the opposite bank (ferry) is the modern *Corby Castle*, with beautiful walks (open on Wed., adm. 6*d*.). — 60¼ m. **Carlisle**, see p. 507.

From Newcastle to Greenhead by the Roman Wall, 39 m. ; carriage or motor-car to (27 m.) *Shiel* c. 40*l*, foot-path thence (12 m.) in c. 6 hrs. Walkers should in any case drive as far as (7 m.) *Heddon* (see below), as there is little of interest between Newcastle and this village. Practically the only remaining ruins of the actual wall are between Shiel and Greenhead, but the vallum is constantly visible throughout almost the whole distance. The points of special interest are at Chesters and Housesteads. The scenery is of increasing interest throughout.

The **Roman Wall** and **Vallum** form a roughly parallel system of fortification extending across the width of England for 74 m., from Wallsend (p. 494), on the Tyne, to Bowness (p. 509), on the Solway. The relation between the two is problematical; but the wall (Murus) at least was certainly intended to form a barrier against barbarians to the N., and is variously attributed to the Emperors Hadrian (c. 120 A.D.) or Severus (208–11). It was constructed of stone ; was 20 ft. high and 8 ft. thick ; was strengthened at regular intervals of about a mile by so-called *Mile Castles*, between which were smaller turrets ; and was connected more or less irregularly with a series of larger stations, of which there were ten in the section between Wallsend and Greenhead. The vallum lies always to the S. of the wall, at a short (but varying) distance, and consists entirely of earth-works (a ditch and three ramparts).

From Newcastle to Shiel (p. 507) we follow the military road constructed by General Wade after the Jacobite rising in 1745. — 7 m. *Heddon-on-the-Wall*, with interesting Norman work in its church. — 8½ m. Site of *Vindobala* (*Rutchester*). — 15½ m. Site of *Hunnum* (*Halton Chesters*). To the S. is the picturesque Border stronghold of *Halton Tower*. The views both N. and S. are constantly of great extent and beauty. — 19½ m. *St. Oswald's Chapel*, where St. Oswald defeated the heathen King Cadwalla in 635. — We descend into the vale of the *North Tyne*. On the left, in the grounds of *Brunton House*, is a fragment of the wall, with an excellent example

of a turret. — 21 m. *Chollerford* (George, pens. 9/). In the adjacent park of *Chesters* (open till 5 p.m.; adm. on Tues. & Sat. 6*d*., other days 1/) are the excavated remains of **Cilurnum*, and at the lodge visitors are shown a fine *Collection of Roman antiquities from points along the wall. Across the Tyne are remains of a Roman bridge. —We ascend out of the valley of the North Tyne. 25 m. Site of *Procolitia* (*Carrawburgh*). — At (27 m.) *Shiel-on-the-Wall*, a desolate-looking cottage, the wall quits the military road, and those who have driven to this point must leave their vehicles. The wall, which is now almost continuous, mounts the crest of a long line of basaltic cliffs, commanding views of wide extent and beauty. — 29 m. **Borcovicus*, near *Housesteads* (comp. p. 505), has considerable excavated remains (adm. 6*d*.). A little farther on is an excellent example of a mile-castle; and immediately to the N. are the small *Northumbrian Lakes*, in a moorland setting of extreme desolation. *Vindolana* (p. 505) is 1 m. S. Beyond Housesteads the wall attains an elevation of 1230 ft. above the sea, and several interesting mile-castles and turrets are passed. — 35 m. Site of *Æsica* (*Great Chesters*), with slight, excavated remains. We traverse the broken basaltic cliffs known as the *Nine Nicks of Thirlwall* to (38 m.) the site of *Magna*. — 39 m. *Greenhead* station (p. 505), where we encounter the railway and rejoin the military road. The remaining section of the wall, to Bowness (p. 509), is less interesting, except at the Cumberland station of *Amboglanna* (p. 506), 4 m. from Greenhead.

CARLISLE (46,420 inhab.), celebrated as 'merrie Carlisle' in many a Border ballad, is the county town of Cumberland and has been the seat of a bishop since 1133. Notwithstanding its age and chequered history, it is, on the whole, of modern aspect, and its modern importance centres in the fact that it is the meeting-place of six great railway companies.

Hotels. CROWN & MITRE, English St.; COUNTY, connecting with the station; RED LION, near the station; VIADUCT, R. from 2/6, D. 2/; VICTORIA, temperance.

Restaurants. *Silver Grill*, English St.; *Citadel Tavern*, 77 English St.

Post Office, Warwick Rd., near the Citadel.

History. Carlisle was not exactly on the Roman Wall (p. 506), which ran slightly to the N., through the suburb of *Stanwix* (*Axelodunum*). Indeed, the chief military centre during the earlier Roman occupation seems to have been at *Old Carlisle*, 12 m. W., near Wigton (p. 509). At the time, however, of the Antonine Itinerary (c. 320) the city was undoubtedly an important Roman station, under the title of *Luguvallium*. Its re-foundation was due to William Rufus, who built the castle (see p. 509). In the wars of the 14th cent. and later Carlisle, as an important Border fortress, was repeatedly attacked by the Scots, but without any lasting success. During the Civil War Carlisle surrendered to the Scots under Gen. Leslie after an obstinate siege of nearly nine months in 1644–45. In 1745 the Young Pretender entered Carlisle, mounted on a milk-white steed and preceded by "the hundred pipers" of the well-known Jacobite song, but a few weeks later the city was retaken by the Duke of Cumberland.

The mother of President Wilson of the United States was born at 83 Cavendish Place, Warwick Road. Her father, Thomas Woodrow, was pastor in 1820–35 of the Lowther St. Congregational Church (at that

time in Annetwell St.; tablet). President Wilson visited Carlisle and was made a Freeman of the City in Dec., 1918.

From the handsome *Citadel Station* (Rfmts.) we enter the city by ENGLISH STREET, passing between the two huge drum-towers of the *County Buildings*, the modern representatives of the ancient *Citadel*, founded by Henry VIII (that to the right is ancient, though refaccd). At the end of English St. is the spacious MARKET PLACE, with the somewhat rustic-looking *Town Hall* (1709) and the picturesque *Market Cross* (1682). In the N.W. corner of the Market Place is the house where Miss Charpentier stayed previous to her marriage to Walter Scott in the cathedral (1797; comp. p. 505). Castle St. leads hence to the beautiful E. end of the cathedral.

The ***Cathedral,** though one of the smallest in England (the five W. bays having been destroyed, traditionally by the Scots in 1645), has many points of interest. Formerly it was also the church of an Augustinian monastery, and it is unique in being the only ancient Augustinian church in England, prior to the Reformation, that was also the seat of a bishop. The cathedral is open 9.30–5 (adm. to tower and clerestory 6*d.*). Daily services at 10 & 4, Sun. services at 11, 3, & 6.30. Dimensions, see p. xlix. We enter by the N. door.

Interior. The surviving two bays of the NAVE are plain and somewhat humble Norman work of the early 12th century. The small SOUTH TRANSEPT is of similar date; but the NORTH TRANSEPT was rebuilt by Bp. Strickland after its destruction by fire c. 1390. — The short original Norman presbytery began to be replaced by the beautiful existing CHANCEL c.1225, and the vaulted aisles and arcade arches date from this period. The work, however, progressed but slowly, and the triforium and clerestory were finally added in the Dec. style by Bp. Halton in 1292–1324. The E.E. arcade piers (though not the arches) were reconstructed at the same period; their interesting carved capitals represent the employments of the twelve months. The special glory of this choir is the magnificent late-Dec. **East Window*, which excels in chasteness and beauty of composition the W. window of York Minster (p. 469). The tracery lights have glass of c. 1380 (part of a 'Last Judgment'). Below the window is a monument to Archdeacon Paley (1743–1805), author of 'Evidences of Christianity,' who is buried in the N. aisle. The *Stalls* date from 1400–33. Their backs are painted (1484–1507) with legendary scenes from the lives of SS. Anthony and Cuthbert (N.) and St. Augustine (S.). The lovely Flamboyant screen-work in *St. Catharine's Chapel* (W. end of S. choir-aisle) and the picturesque Renaissance screen on the N. side of the chancel deserve attention; also two recumbent effigies of bishops (13th and 15th cent.) in the N. and S. aisles, and the brass to Bp. Bell (d. 1495) in the centre of the choir. The wooden roof of the choir is original, though repainted. The axis of the choir is out of line with that of the earlier nave; it was clearly the intention of the canons to rebuild the latter.

There are some remains of the monastic buildings to the S.W. of the church, in the precincts called 'The Abbey,' including the *Prior's House* (now the *Deanery*), the *Gateway*, and the *Refectory* (now the *Chapter Library*; 1484–1507).

A little farther on in Castle St. is the *Tullie House Museum*, with a fine collection of local Roman antiquities (open in summer 10–8, winter 10–4 or 5; catalogue 1/). The *City Free Library* and *Art Gallery* are housed in adjacent buildings. At the end of the street is the entrance to the **Castle** (open 9–4 or 5), inside the outer doors of which is an open strip of ground, bounded by the ancient *City Walls*.

The castle, built originally in 1092, includes an outer and inner ward, the former entered through the picturesque *Ireby Tower*. In the inner ward, to the right, is the massive Norman **Keep*, one of the finest examples of its kind in England. It was entered (very unusually) by a doorway on the ground-floor, and this was unprotected by a forebuilding (comp. in both particulars the keep at Bamburgh, p. 496) On the walls of the *Dungeons* are carvings attributed to Scottish prisoners, of whom between 300 and 400 were confined in the castle after the rebellion of 1745. 'Fergus MacIvor,' in 'Waverley,' was one of these. The picturesque remnant of *Queen Mary's Tower* (14th cent.), also in this ward, recalls the imprisonment here of Mary, Queen of Scots, for nearly two months in 1568. The famous rescue from this stronghold of Kinmont Willie by the 'bold Buccleuch' took place in 1596. The visitor should walk round the ramparts of the inner ward, for the sake of the view of the city and adjacent country.

Returning to the outer gate in Castle Street, we descend *Finkle Street* (l.), and then take the footway to the left that leads round *Castle Bank*. This completely encircles the outer N. wall of the castle (at this point identical with the city walls), and commands pleasant views (r.) of the *Public Park*, beyond which are the *Eden* and the suburb of *Stanwix* (see p. 507). Still bending left, down Devonshire Walk, and crossing the head of Annetwell Street, we may follow the city wall, past the S.W. front of the deanery (see above), to the church of *St. Cuthbert* (rebuilt 1778). Hence we regain English St. (p. 508) by turning to the left.

Besides various points mentioned at pp. 411 and 506, excursions may easily be made from Carlisle to *Dalston Hall* (4 m. W.), incorporating a peel-tower; *Holme Cultram Abbey* (see below); *Eden Hall* (p. 400), 20 m. S.E.; *Netherby* (p. 510); and *Rose Castle* (7 m. W.), the old country-seat of the bishops of Carlisle (13–17th cent.). — The *Lake District* (Rte. 54) is approached from Carlisle viâ *Penrith* (p. 400) or viâ *Cockermouth* (see below).

From Carlisle to Maryport, 28 m., railway in 1–1¼ hr. (3/10, 2/4). — 11¾ m. *Wigton*, a market-town (3687 inhab.) near the site of *Old Carlisle* (comp. p. 507). About 8 m. S. is *Caldbeck*, in the churchyard of which is the grave of John Peel (d. 1854), the famous foxhunter, whose home was close by. — 23¾ m. *Bullgill* is the junction for *Brigham* and *Cockermouth* (p. 401). — 28 m. *Maryport* (pop. 11,418; Senhouse Arms) is a coal and iron port. Line to *Workington* and *Whitehaven*, see p. 413.

From Carlisle to Silloth, 22½ m., railway in ¾–1 hr. (2/6, 1/6). — About 1½ m. from (6½ m.) *Burgh-by-Sands* (pron. 'Bruff') is a monument marking the spot where Edward I died in 1307, on his way to crush the rebellion of Robert Bruce. — 9½ m. *Drumburgh* is the junction of a line to (2½ m.) *Port Carlisle*, a fishing-village of which the name denotes an unfulfilled ambition. Near (17¼ m.) *Abbey Junction* are the remains of *Holme Cultram Abbey*, a Cistercian foundation of the 12th century. A branch-line runs hence to (10½ m.) *Annan* (p. 510), passing (8 m.) *Bowness*, at the W. end of the Roman Wall (p. 506), and crossing the Solway Firth (p. 510) by a long viaduct. — 22½ m. **Silloth** (*Skinburness Hydropathic & Hotel*, 2 m. from the railway; *Solway Golf Hotel*; *Silloth Hydropathic*, pens. 8/6) is a modest little bathing and

golfing resort on the Solway Firth. Steamers run hence to Douglas (p. 443) and to Dublin, Liverpool, etc.

From Carlisle to Scotland there are three main railway routes, which will be more fully described in the *Blue Guide to Scotland*. Fares to Edinburgh, 16/4, 8/5; to Glasgow, 17/2, 8/6½; to Stranraer, 17/8, 8/9½.

a. Caledonian Railway to Edinburgh (101 m. in 2¼–3½ hrs.) and to Glasgow (102¼ m. in 2–4 hrs.), part of the 'West Coast Route' to Scotland (comp. Rte. 52A). — Beyond (6 m.) *Floriston* we cross the *Esk* and enter the *Debatable Land*, which extended hence to the Sark (see below). On the left is the *Solway Firth*, an estuary famous for its dangerous tides, which sometimes rise with extraordinary rapidity forming a bore 3–4 ft. high. The disastrous defeat of the Scots at *Solway Moss* (on the right) in 1542 is said to have hastened the death of James V. — Just beyond (8½ m.) *Gretna*, where a vast government cordite factory (12,000 hands) was built during the War, the railway crosses the *Sark* and enters *Scotland*. To Gretna Green, see below. — The line proceeds via *Ecclefechan* (birthplace and burial-place of Thomas Carlyle, 1785–1881), *Lockerbie*, and *Beattock*, and at (73¼ m.) *Carstairs* bifurcates for *Edinburgh* (r.) and *Glasgow* (l.).

b. North British Railway to Edinburgh (98¼ m. in 2¼–3 hrs.), part of the 'Waverley Route' (comp. Rte. 52B), passing through a district intimately associated with Sir Walter Scott. — At (9½ m.) *Longtown* and again, beyond (11¾ m.) *Scotch Dyke*, we cross the Esk. On the S. bank, near Scotch Dyke, is *Netherby Hall*, whence Young Lochinvar carried off his bride. 14¼ m. *Riddings* is the junction for *Langholm* (7 m.). — The railway now ascends *Liddesdale*, the country of Dandie Dinmont, following the S. bank of the *Liddel*, which for 7 m. divides England from Scotland. We cross the *Kershope Burn*, marking the Border, at (21¼ m.) *Kershope Foot*, and at (32¼ m.) *Riccarton Junction* we are joined by the line from Hexham (p. 505). The main line goes on via *Hawick*, *Melrose*, and *Galashiels* to *Edinburgh*.

c. Glasgow & South-Western Railway to Glasgow (115½ m. in 2½–4 hrs.) or to Stranraer (106 m. in 3¼–4¾ hrs.). This route diverges to the left from the Caledonian Railway just beyond (8¼ m.) *Gretna* and the *Sark* (see above). 9½ m. *Gretna Green* was formerly the haven of runaway couples from England, but since 1856 Scottish law, by which a simple declaration before two witnesses makes a man and woman husband and wife, has required a residential qualification of twenty-one days for at least one of the parties. — 17½ m. *Annan*, birthplace of Edward Irving (1792–1834), see p. 509. 33 m. *Dumfries*, the residence and burial-place of Robert Burns (1759–96). — The trains to *Stranraer* (whence steamers ply to *Larne*, in Ireland) run hence to the W. via *Castle Douglas* and *Newtown Stewart*. The *Glasgow* trains proceed to the N. from Dumfries via *Mauchline* and *Kilmarnock*.

From Carlisle to *Liverpool*, via Preston and Wigan, see Rte. 52A and p. 448; to *Leeds* and *Sheffield*, see Rte. 52B; to *London*, see Rte. 52.

V. EASTERN ENGLAND.

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65. FROM HULL TO LINCOLN.

45 m. G.C.R. in 2½–3 hrs. (6/1, 3/9½).

This, and the two following routes lie wholly in **Lincolnshire**, the second-largest county in England, more noted for agricultural wealth than for scenic beauty. The county is divided into three 'Parts' or Ridings: *Lindsey*, the N. part, is covered with wolds (chalk downs), heath, and marshland; *Kesteven*, in the S.W., presents a wooded, mid-England aspect; *Holland*, the S.E. quarter, is entirely fenland. The distiuction between marshland and fen should be noted; the marsh, a coastland strip, was once under the sea and is chiefly grazing ground, the fen (comp. p. 520) has mostly been reclaimed from swamp and makes splendid cornland. Lincolnshire is the county of Sir Isaac Newton, John Wesley, and Alfred Tennyson. Though it contains hut two large towns, Lincoln and Grimsby, it is famous for its ecclesiastical architecture; churches of great beauty are to be found in nearly all the towns and in many villages, especially in Holland. The main roads are admirable for motorists, but in the marshland they are often narrow and winding and hordered hy unprotected drains.

Hull, see p. 482. We start at the *Victoria* or *Corporation Pier* (comp. p. 482; booking-office in Nelson St.) and cross the *Humber* by a steam-ferry to (3 m.) *New Holland* (Rfmts.; Yarborough, commercial), where the train is in waiting.

From New Holland to Barton-on-Humber, 4 m., railway in 10 min. — **Barton-on-Humber** (*George Hotel*; *White Swan*), with 6700 inhab., is chiefly interesting for its two churches. *St. Peter's* possesses one of the earliest church-towers in England with the characteristic Saxon arcading and panels divided by strips of stone. The narthex or porch on the W.

front is of the same date (10th cent.), and its circular lights retain fragments of the original Saxon oak-shutters. The rest of the church is of the Dec. and Perp. periods. *St. Mary's*, close by, is mainly E.E., with some Transition work. It contains a fine brass to Simon Seman, Sheriff of London in 1433.

From New Holland to Immingham (W. Jetty), 9 m., railway in 25 min. (8½*d.*). — **Immingham** (*Rfmts.*), a creation of the G.C.R., has a capacious series of deep-water docks, admirably equipped for dealing with coal, grain, timber, etc., as well as with the passenger traffic to North Sea and Baltic ports. A new town is rapidly springing up near the docks. The original village lies a little inland. — Rail motors run from Immingham Dock to (7 m.) *Great Grimsby* (p. 524).

The country traversed is flat and monotonous. 5 m. *Goxhill*, the church of which has a fine Perp. tower and contains a cross-legged effigy in chain armour of c. 1300. About ¾ m. E. is an old stone building with vaulted rooms, known as *Goxhill Priory*. — 7 m. *Thornton Abbey*. The remains of the fine old abbey, founded in 1339, include a good Perp. gateway (1382; week-days, 9–6; 6*d.*). The Norman and E.E. church of *Thornton Curtis*, 2 m. W. of the station, has a font of Tournai marble (comp. p. 515). — 9½ m. *Ulceby* (Rfmts.) is the junction of a branch-line to (10 m.) *Great Grimsby* and (13 m.) *Cleethorpes* (see p. 524). — At (10½ m.) *Brocklesby* carriages have sometimes to be changed. *Brocklesby Hall* (no adm.), 2 m. S., in a fine wooded park, is the seat of the Earl of Yarborough. — 15½ m. *Barnetby*.

From Barnetby to Doncaster, 34½ m., G.C.R. in 1–1½ hr. (4/8, 2/10½). — A little beyond (10½ m.) *Frodingham & Scunthorpe*, in the centre of an iron-smelting district, we cross the *Trent*, leaving the 'mainland' of Lincolnshire and entering the 'island' of *Axholme* (p. 518). — At (19 m.) *Crowle* we intersect the railway from Haxey to Goole (comp. p. 518). We now enter *Yorkshire* (p. 459). — 25 m. *Thorne* (White Hart), a small agricultural town on the Don, has another station on the N.E.R. from Doncaster to Goole and Hull (p. 394). To the E. stretches a large 'turbary' or turf-moor. — 28 m. *Stainforth* is also the station for (1½ m.) *Hatfield* (good church of the 12–15th cent.), in *Hatfield Chase*, part of the district known as the 'Levels,' most of which was under water until drained by Cornelius Vermuyden (p. 521) in 1626. About 2 m. N. of Stainforth is the fine, largely Transitional church of *Fishlake*. A branch-line to Wakefield (p. 405) diverges to the right. — 34½ m. *Doncaster*, see p. 393.

From Barnetby to Gainsborough, 20 m., G.C.R. in ¾ hr. (2/8, 1/8). This forms part of a through-route from Great Grimsby to Sheffield (comp. p. 519). — 4 m. *Brigg*; 10 m. *Kirton-in-Lindsey*, with an E.E. church-tower; 16½ m. *Blyton*, 2 m. N. of which is the well-restored church of *Laughton* (Norman, Dec., and Perp.). — 20 m. *Gainsborough*, see p. 519.

From Barnetby our line runs towards the S.W., skirting the Lincolnshire Wolds (l.). 23 m. *Moortown* is the station for *Caistor*, seen on the hillside to the left (3 m.; omnibus). Caistor occupies the site of a Roman camp and possesses an interesting church. *Pelham Column*, on the top of the hill above Caistor, commemorates an extensive plantation scheme (1840). — 30 m. *Market Rasen* (White Hart) is a small market-town, near which many traces of early-British and Roman occupation have been found. — About 2 m. N. of (34 m.) *Wickenby* lies *Buslingthorpe*, the church of which contains one of the earliest brasses in England (c. 1290). — *Snarford Church*, 2 m. N.W. of (35½ m.) *Snelland*, contains some fine monuments of the St. Poll family. 38½ m. *Langworth*; 40 m. *Reepham*.

45 m. **LINCOLN** (57,288 inhab.), dominated by its superbly situated cathedral, lies mainly on a hill rising from the *Witham*, at the N.E. point of the flat fen district, but it spreads also over the lower ground and beyond the river. It is one of the most ancient towns in the realm, and it has few rivals for the interest of its antiquities.

Railway Stations. The *G.N., G.E., & G.C. Station* (Rfmts.; Pl. E 2), High St., is ¼ m. from the *M.R. Station* (Rfmts.; Pl. E 1).

Hotels. WHITE HART (Pl. a; B 2), near the cathedral; GREAT NORTHERN (Pl. b; E 1), near the stations; SARACEN'S HEAD (Pl. c; D 2), High St.; ALBION (Pl. d; E 2), opposite the G.N. Station; QUEEN'S (Pl. e; D 2), KNIGHT'S (Pl. f; E 1), commercial, both in High St., near the stations; WAVERLEY TEMPERANCE.

Restaurants. *Castle Café*, Exchequer Gate (Pl. B 2); *Lindum Restaurant*, near the stations; *Bridge Tea Rooms*, High Bridge (Pl. D 2).

Post Office (Pl. D 1), Guildhall Street.

Cabs, 1/ per mile for 1–2 pers., 3*d.* for each addit. ¼ m., 6*d.* for each addit. person. Taxicabs, 9*d.* per mile for 1 pers., 1/3 for 2 pers.; 6*d.* for each addit. mile. — TRAMWAYS traverse some of the chief streets (comp. the Plan).

History. The *Lindcoit* of the Britons became a privileged colony of the Romans under the name of *Lindum Colonia*. The Saxons also have left their traces, and a little later it became one of the Danelagh towns (comp. p. 366). Christianity was introduced by St. Paulinus in 627; the bishopric dates from 1072, when Remigius transferred his bishop's stool from Dorchester-on-Thames (p. 299) to Lincoln. At the time of the Norman Conquest London, Winchester, and York alone outranked Lincoln in importance among the cities of England, and in the 13th cent. it was the fourth 'seaport' of the realm. The castle, built by William I, was captured about 1140 by Stephen, whose conflict with Matilda surged round the city. Henry II had a second coronation here in 1158. The Civil War found Lincoln loyal to Charles I, but it had to yield to the Parliamentarians in 1644, after a stout resistance.

As an industrial centre Lincoln is important for its manufactures of agricultural implements and machinery. During the War it turned out enormous quantities of shells, transport vehicles, aeroplanes, and tractors, and it was the birthplace of 'Tanks.'

Leaving the *Great Northern Station* (Pl. E 2), we turn to the left and reach High St. At the corner stands the church of *St. Mary-le-Wigford* (Pl. D, E 1), with a Saxon tower. The nave and chancel are E.E. (c. 1225), the S. aisle modern. On the outside, immured near the entrance, is a Roman memorial slab with a later Saxon inscription. *St. Mary's Conduit*, in front of the church, was built in the 16th cent. with the stones of the White Friars monastery. A little farther to the N., on the left, is the (disused) church of *St. Benedict* (E.E., with Dec. windows).

The *High Bridge* (Pl. D 2), just beyond this point, is one of the very few bridges in England on which houses still stand (comp. pp. 147, 488). The ribs of the mediæval structure are visible from the waterside.

By descending the narrow steps between the shops on the left, we reach what is locally known as the 'Glory Hole,' affording a view of the backs of the old timbered houses. By following the bank towards the W., we come to the sheet of water called *Brayford* (Pl. D 1), formed by the junction of the Witham and the commercially important Foss Dyke Canal. Fine view of the cathedral from its S. bank.

A short way beyond the High Bridge is the ***Stonebow** (Pl. D 2), a fine 15th cent. town-gate, the upper room of which is used as the Guildhall.

Guildhall St., to the left, leads past the *Post Office* (Pl. D 1) to the *Racecourse* (1 m.). — Saltergate, to the right, takes us to St. Swithin's, the County Museum, and the Public Library (comp. p. 518).

About 300 yds. beyond the Stonebow High St. ends at the STRAIT, ascending to the right. At the top of this (l.) is the **Jew's House* (Pl. C 2), one of the oldest examples of domestic architecture in England (Norman; early 12th cent.). The space in front used to be the Bull Ring. STEEP HILL continues the ascent, and a 'step' across it forms the so-called *Mayor's Chair*. Above this, to the right, is the **House of Aaron the Jew*, a late-Norman building with a round-headed window. To the left is the *Bishop's Hostel* (Pl. B 2), occupied by theological students. Farther on we reach CASTLE HILL, with the entrance to the castle (p. 517) on the left and the *Exchequer Gate* (Pl. B 2; 14th cent.) on the right. — We pass through the latter into the Minster Yard, and find ourselves face to face with the beautiful W. front of—

****Lincoln Cathedral** (Pl. B 2, 3), which has many claims to be the foremost church in England, especially if its fine situation and admirable preservation be taken into account as well as its beautiful design and exquisite finish (dimensions, see p. xlix). The cathedral is open till dusk (adm. to choir, cloisters, and chapter-house 6*d*., to the central tower 6*d*.). Services on week-days at 10 & 4, on Sun. at 8, 10.30, 11.45, 4.45, & 6.30.

HISTORY. Of the original early-Norman church, erected by *Bp. Remigius* (p. 513) about 1075–90, there remain the central portion of the W. front (with its three recesses) and part of the first bay of the nave. The three W. doorways (with the intersecting arcade above), the three lower stages of the W. towers, and their N. and S. gables are ascribed to the late-Norman restoration of *Bp. Alexander* after a fire in 1141. The Norman cathedral was shattered by an earthquake in 1185, and *Bp. Hugh of Avalon* ('St. Hugh of Lincoln'; 1186–1200) at once began to restore and extend it. The choir and E. transepts, built by him, are believed to be the earliest existing example of pure (or almost pure) E.E. work. As the whole cathedral, except the Angel Choir and part of the W. transepts, is in the main of his design, Bp. Hugh deservedly ranks as one of the greatest names in the history of English architecture. The nave and W. transepts were completed, and the chapter-house, Galilee Porch, and upper part of the W. façade added by 1250. The presbytery or Angel Choir belongs to the transitional period between 1258 and 1280, the cloisters to the end of the same century. The upper part of the central tower dates from c. 1307 (Geometrical Dec.); the W. towers are late-Dec. (c. 1380). The only Perp. work in the cathedral is the W. window of the nave (1436–49) and the chantry chapels (1400–1500). The library was added in 1674 from the designs of Sir Christopher Wren.

Exterior. The imposing **West Façade* consists, roughly, of a block of Norman work encased in a larger surface of lancet work. Above the richly moulded central doorway are eleven statues of kings, from William I to Edward III. The curious band of early carvings in relief (time of Bp. Remigius or earlier) above the recesses recalls the decoration on Celtic crosses. The S.W. turret is surmounted by a statue of St. Hugh (see above), the other by the so-called 'Swineherd of Stow.' — The *West Towers* are 206 ft. high; the magnificent **Central Tower*, in which hangs 'Great Tom of Lincoln,' a bell weighing 5½ tons, is 271 ft. (fine view). In walking round the

building by the S. side, we pass the *Consistory Court*, one of the gargoyles on which is known as the 'Devil looking over Lincoln' ("with a torve and tetrick countenance" according to Fuller), and come to the *Galilee Porch*, affording entrance to the S.W. transept. Farther on is the S.E. or *Presbytery Portal*, the deeply recessed arch of which has a remarkable representation of the Last Judgment and other rich carvings. Among the interesting gargoyles of this part of the edifice is one known as the 'Devil on the Witch's Back.' The figures on the buttresses are believed to represent Edward I and his two wives, Queen Eleanor and Queen Margaret. — The clear space beyond this affords a good view of the E. end of the cathedral, with its noble window, its deep buttresses, its lines of arcading, its enriched gable, and its crocketed pinnacles. At the top of the gable is a group of the Virgin and the Infant Saviour. — Near the N.E. buttress is the old *Well*, with its recently restored covering. Here we see the *Chapter House*, with its great flying buttresses. The building to the W. is the *Library* (over the cloisters). To complete our circuit of the exterior, we pass through the N. Gate of the close into Eastgate and return, past the modern *Deanery*, to the W. front.

Interior. The first effect of the NAVE, as we enter by one of the W. doorways, is a little disappointing owing to the apparent want of loftiness in the vaulting and the too wide spacing of the arches. The view is obstructed also by the organ, which is placed above the rood-screen. The general proportions are, however, harmonious and imposing. The clustered columns, the arcading of the aisles, and the beautiful triforium all demand admiration. The chapels opening off the W. end of the nave, called the *Morning Chapel* (N.) and the *Consistory Court* (S.), are of a little later date than the nave itself. Of the chapels below the towers that on the S.W. is known as the *Ringers' Chapel*. The fine late-Norman font, in the second bay of the S. side, is one of the seven in England of Belgian workmanship (Tournai marble). At the E. end of the N. aisle is the slab covering the supposed burial-place of Bp. Remigius (p. 513). — The CENTRAL or ROOD TOWER is supported by four enormously massive pillars bearing four lofty arches. The GREAT or WEST TRANSEPTS were begun by St. Hugh (p. 514) and completed between 1200 and 1235. The beautiful rose windows, still retaining their original stained glass, are known as the *Bishop's Eye* (S.; Dec., c. 1325–50) and the *Dean's Eye* (N.; E.E., c. 1220). The chapels on the E. side are enclosed by richly carved screens. One of the chapels on the N. side, recently decorated, is called the *Soldiers' Chapel* and contains memorials and banners connected with the Lincolnshire Regiment. The double arcading in the chapels on the S. side is an interesting feature. The first was fitted up for the choristers in 1913.

The fine E.E. CHOIR is separated from the nave by a Dec. stone *Screen* (c. 1300), richly decorated with diaper work. We enter by the door of the S. aisle, in which are the remains of the shrine of '*Little St. Hugh*,' said to have been crucified

by the Jews in 1255 (comp. p. 551). The magnificent canopied *Choir Stalls* (early Perp.; c. 1380), with elaborately carved bench-ends and misericords, rank among the finest in England. The *Pulpit* is modern. — At the angles of the EAST or LESSER TRANSEPTS are very remarkable piers with detached shafts. The northernmost of the four apsidal chapels on the E. side of the transept was the original burial-place of St. Hugh (p. 514). The *Dean's Chapel*, on the W. side of the N. arm, with mural paintings of three bishops above the door, was originally in two stories. On the W. side of the S. arm is the interesting *Choristers' Vestry*, with its diapered screen. — The **PRESBYTERY or ANGEL CHOIR, forming the five E. bays of the choir, was added in 1255–80, when Gothic architecture had reached its acme. One of the loveliest of human works, "it exhibits in every part a refinement and elegance, as well as a delicacy of finish in its minutest details, to which it would be difficult to find a parallel" (Sharpe). The name is taken from the thirty winged figures in the spandrels of the triforium. The carved stonework at the springing of the arches is particularly fine. At the top of the last column but one on the N. side is the famous 'Lincoln Imp.' A window by Holiday, in the N. aisle, above Bp. Fleming's chantry, commemorates the 700th anniversary of Bp. Hugh (1900). To the left of the high-altar is the *Easter Sepulchre*. Among the monuments are those of Katherine Swynford (1403), third wife of John of Gaunt, and their daughter, the Countess of Westmorland (1440; to the right of the altar); Bishop Fuller (1675), Bishop Gardiner (1705), St. Hugh (behind the altar-screen), Bishop Fleming (1431), the Burghersh family and Lord Cantilupe (14th cent.; E. end of choir), Bp. Wordsworth (d. 1885; under the third bay from the E.), and Dean Butler (d. 1894; behind the S. part of the altar-screen). The great *East Window* is one of the finest English examples of Geometrical tracery (glass modern). Below it is the cenotaph of Queen Eleanor (d. 1290), destroyed in 1644 and renewed in 1891.

We enter the CLOISTERS (13th cent.) from the N.E. Transept through a passage with a memorial tablet to 'Mrs. Markham' (Elizabeth Penrose; 1780–1837), in her day the historical authority of every schoolroom in England. Fine views of the cathedral are obtained from the N. walk, above which is the CHAPTER LIBRARY, containing 5000 vols., a contemporary copy of Magna Charta, and other valuable MSS. In this walk is the original 'Swineherd of Stow' (see p. 514). In the E. walk is the entrance to the *CHAPTER HOUSE, a graceful structure of the 13th cent., the vaulting springing from a central shaft. Several of the earliest meetings of the English parliament took place here (temp. Edward I and Edward II).

Leaving the cathedral by the S. door (S.E. Transept), we enter the CLOSE or MINSTER YARD and see opposite us the curious little *Vicars' Court*, built between 1300 and 1380. To the W. of this stands the *Old Bishop's Palace* (founded in the 12th cent.), including Bishop Anwick's Tower (c. 1440; restored 1877), the Banqueting Hall, and the large St. Hugh's Hall (13th cent.). The vaulting below these ruins is interesting.

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Close by is the *New Palace*, with a modern chapel. The *Precentory* (to the S. of the Exchequer Gate, p. 514) and the *Sub-Deanery* have both been modernized. To the N. of the entrance to the Bishop's Palace stands the *Cantilupe Chantry* (14th cent.), to the E. of the cathedral is the *Chancery* (14–15th cent.), and farther N. is the so-called *Priory*, adjoining the *Priory Gate*, a poor modern arch on the site of the old gateway destroyed in 1815. On the green stands a statue of *Alfred, Lord Tennyson* (1809–92), by Watts. At the S.E. corner of the precincts is the *Potter Gate* (comp. below), of the early 14th century.

Opposite the Exchequer Gate (p. 514) is the entrance to the **Castle** (Pl. B 1, 2; open from 9 a.m. till sunset; adm. 2*d.*), the walls of which enclose a space of about 7 acres.

LINCOLN CASTLE was one of the eight castles that are known to have been founded by William the Conqueror himself, and still retains its Norman plan with a bailey and two mote-hills. The bailey was later surrounded with stone walls (c. 1193 ?) and the larger mote crowned with the existing *Shell Keep* (temp. Henry I). The lower part of the *Gateway* is Norman, the upper part Dec. (restored). On the inner wall of the entrance is a beautiful little oriel window, brought from the house of John of Gaunt (p. 518). On the smaller mote (S.E.) is the *Observation Tower* (c. 1150, with upper stories of later date), and between the mote-hills stands the *Old City Prison* (disused; open to visitors). On the W. side are the *Assize Courts*. In the N.E. corner is *Cob Hall*, with its interesting dungeons below. Good views of the cathedral are obtained from the towers.

Continuing our walk towards the N. from the Castle Gateway, we pass the *Judges' Lodgings* and a fine timbered house and enter the BAILGATE (Pl. A, B 2), where we find ourselves in the centre of the Roman city. Circles in the roadway mark the spot where bases of Roman pillars were found, and in the cellar of No. 29 (l.; adm. 1/) are some remains of a large building, probably a basilica, and undoubtedly one of the finest Roman edifices in England. On the same side (corner of Westgate) is the modern church of *St. Paul* (Pl. A, B 2), on the site of that of St. Paulinus (p. 513; 628).

Close by is the *North District School*, with a fine piece of Roman masonry known as the 'Mint Wall.'

Bailgate ends at *NEWPORT ARCH (Pl. A 2), the N. gate of the Roman city and the more important of the only two remaining Roman gateways in England (the other being the Balkerne at Colchester, p. 545). It is believed to date from near the beginning of the Christian era.

From this point we may vary our return route by following the *East Bight* (Pl. A 2) to the right. This reveals a portion of the *Roman Wall*, bends round to the right, and leads to *East Gate* (Pl. B 2, 3). Crossing this latter street, we pass through the Priory Gate (see above; to the left is the Chancery, see above) and, continuing in the same direction, pass under the *Potter Gate* (Pl. B 3; see above) and reach *Lindum Road* (Pl. C 2, 3; good view over the lower city). This leads S.W. to the W. end of *Monks Road* (Pl. C 3, 4).

Monks Road runs hence to the E., passing the *Sessions House* (at the corner), the Roman Catholic *Church of St. Hugh* (Pl. C 2, 3), and the *Schools of Science and Art* (Pl. C 3), to the main entrance of the *Arboretum* (Pl. C 4). Farther on are the *Council Schools* (Pl. C 5) and (on the right) a recreation ground in which stands *Monks Abbey* (Pl. C 5; E.E., with Perp. windows), a 'cell' of St. Mary's Abbey at York (p. 471).

To the N. are the large *County Hospital* and *St. Anne's Bede Houses* (Pl. B 4), a group of fourteen cottages designed by Pugin (chapel built by Butterfield).

From the W. end of Monks Road *Broadgate* (Pl. D 2) leads S., past the *Drill Hall*, to the **City and County Museum** (Pl. D 2), which occupies part of the buildings of the *Grey Friars Priory* (13th cent.) and contains a fine collection of antiquities found in the city and county of Lincoln. The upper room (natural history collection) has a fine 'barrel' roof, and the timbering is largely original. Adjacent is the *Lincoln Public Library* (16,000 vols.). Just to the S. is *St. Swithin's Church* (Pl. D 2), in which is a Roman altar. A little farther to the S. is *Magpie Bridge* (Pl. D 2, 3), with old timbered houses at the corner of Waterside. Hence we follow the *Waterside* (Pl. D 2, 3) to the W. to High Bridge (p. 513).

In the part of High St. to the S. of the G.N. station, behind No. 333 (E. side), is a good timbered *Priory*. Beyond the *Midland Station* (Pl. E 1), to the left, is a very interesting Norman building (12th cent.), commonly known as 'John of Gaunt's Stables,' but really the *Hall of St. Mary's Guild*. The house opposite occupies the site of *John of Gaunt's Palace*, of which little remains except a Perp. window at the back. To the left, lower down, is the church of *St. Peter-at-Gowts* (Pl. F 1), with a Saxon tower resembling that of St. Mary-le-Wigford (p. 513). About ½ m farther on, about the corner of South Park (beyond Pl. F 1), stood the *Bar Gate*, the S. entrance to the mediæval city. Near it stood an *Eleanor Cross* (p. 381).

The immediate neighbourhood of Lincoln offers little of general interest. The only noteworthy church in the adjoining villages is that of *Bracebridge*, 1½ m. S. (tramway from St. Benedict's Church, 1*d*.), which has an early tower (restored) of the same type as those of St. Mary and St. Peter. — *Riseholme Hall*, 2½ m. N., was once the palace of the Bp. of Lincoln. — *Burton Hall*, the seat of Lord Monson, 2 m. N.W., is a modern house in a pleasant park.

From Lincoln to *Boston*, see p. 522; to *Grantham*, see p. 392; to *Nottingham*, see p. 368; to *Chesterfield* (The Dukeries), see Rte. 50A; to *Sheffield*, see p. 404; to *Doncaster* and to *Ely*, see Rte. 66.

From *London* Lincoln is reached by the G.N.R. from King's Cross (130 m., in 3–4 hrs.), by the G.E.R. from Liverpool St. (144 m., in 4½–6 hrs.), or by the Midland Railway from St. Pancras (156 m., in 4¾–7 hrs.). Fares 18/10, 10/9.

66. FROM DONCASTER TO LINCOLN AND ELY.

G.E. & G.N.R. Joint Line to March, G.E.R. thence to Ely: to (112 m.) *Ely* in 2½–4½ hrs. (14/6, 9/0½); to (36¾ m.) *Lincoln* in 50–80 min. (5/5, 3/0½).

Doncaster, see p. 393. The train crosses the *Torne*, traverses a corner of Notts, and at (10 m.) *Park Drain* enters the Isle of Axholme (see below) in *Lincolnshire* (p. 511). — 13½ m. *Haxey* has a dignified, mainly Perp. church.

From Haxey to Goole, 19½ m., railway in c. 55 min. (1/6). This line runs N. through the alluvial *Isle of Axholme*, an outlying part of Lincolnshire, which was drained by Vermuyden and his Dutch workmen (p. 521). Much of the land has been reclaimed by the flooding process known as 'warping.' Near Haxey the system of strip-cultivation is much in evidence. — 5 m. *Epworth* (King's Head). The old rectory here (burned

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in 1709) was the birthplace of John and Charles Wesley (1703 and 1707). At (6½ m.) *Belton* is a 'turbary,' or unreclaimed peat moor. 21 m. *Crowle* (p. 512) is also on the line from Doncaster to Grimsby, and from (14 m.) *Reedness* a short branch-line runs to *Fockerby*. — 19½ m. *Goole*, see p. 394.

The line again runs through a strip of Notts, and beyond (18 m.) *Beckingham* crosses the Trent and re-enters Lincolnshire. — 21 m. **Gainsborough** (*White Hart*; *Monson's Arms*, R. from 3/, L. 2/6), an old manufacturing town (20,587 inhab.) and river-port on the Trent (here crossed by a fine bridge), has been identified as the 'St. Ogg's' of the 'Mill on the Floss'—a "venerable town with red-fluted roofs and broad warehouse gables." The most interesting building is the *Old Hall*, or *Manor House* (no adm.), a good specimen of baronial hall, rebuilt in 1480–1500 and partly restored in 1884. At the N.E. end is a good oriel. The church of *All Saints* has a late-Perp. tower, 90 ft. high. The *John Robinson Memorial Church* (1897) commemorates the belief that John Robinson (1576?–1625), pastor of the Pilgrim Fathers at Leyden, was born at Gainsborough. The 'eagre,' or tidal wave on the Trent, ascends above Gainsborough.

From Gainsborough (G.C.R. station, 1 m. from the other) to *Barnetby* (Hull, Grimsby), see p. 512. In the other direction this line runs to (10¼ m.) *Retford* (p. 393) and on to *Sheffield* (see p. 404).

The church of (23 m.) *Lea* has some good 14th cent. glass and a cross-legged effigy of c. 1300. The interesting Saxon and Norman *Church of *Stow* (11–12th cent.), 2 m. E. of (26 m.) *Stow Park*, is probably the mother-church of Lincoln Cathedral, and the little church of *Coates*, 2 m. farther E., has a fine Perp. rood-loft. 30½ m. *Saxilby*, where a line from Sheffield comes in (see p. 404), is on the Foss Dyke, a waterway cut by the Romans to connect the Witham with the Trent.

36¾ m. **Lincoln** (High St. Station), see p. 513.

As we quit Lincoln we enjoy a good view of the cathedral, on the left. 40½ m. *Branston* has a late-Saxon church-tower. About 4 m. W. of (44½ m.) *Nocton & Dunston* is *Dunston Pillar*, erected in 1751 as a land lighthouse for travellers. The lantern was replaced in 1810 by a statue of George III.

58 m. **Sleaford** (*Bristol Arms*; *Old White Hart*), an old market-town (6427 inhab.) on the *Slea*, is the junction of lines to *Grantham* and to *Boston* (see p. 522) and to (17½ m.) *Bourne* (p. 521). The **Church of St. Denis* (12–15th cent.) has a good tower and spire and contains a remarkably fine rood-screen in dark oak. Large trout are usually to be seen waiting to be fed below the town-bridge.

Ewerby, 4½ m. E., has a noteworthy 14th cent. church, with a fine broach spire. — About 1½ m. from (8 m.) *Billingborough*, on the line to Bourne, lies *Sempringham*, the birthplace of St. Gilbert (d. 1189), founder of the only English order of monks (Gilbertines). Only a fragment remains of the fine priory church.

Some of the express trains avoid Sleaford by a short loop. — The church of (63 m.) *Helpringham* has a fine Dec. tower and spire. We cross two of the great ditches made to drain the district. — 68½ m. *Donington Road* is 1 m. from *Donington*,

the birthplace of Matthew Flinders (1774–1814), the Australian navigator, of whom there is a memorial in the fine late-Dec. and early-Perp. church. — 72¼ m. *Gosberton* has another fine early-Perp. church. — 75 m. *Pinchbeck* has a fine but over-restored church (E.E., Dec., and Perp.).

77 m. **Spalding** (*Rfmts.*; *White Hart*; *Red Lion*), an ancient market-town (10,308 inhab.), is situated on the *Welland*, here crossed by a bridge and navigable for vessels of 80 tons. The **Church of SS. Mary & Nicholas* dates from the 13th cent., and there are a few remains (now incorporated in dwelling-houses) of the Benedictine priory dedicated to the same saints. The original cruciform plan of the church (founded in 1284) has been somewhat obscured by later additions. *Ayscough Fee Hall*, a picturesque old house, S. of the church, with fine yew hedges, was the residence of Maurice Johnson, founder of the still existing 'Gentlemen's Society of Spalding,' the oldest scientific and literary association in England (1710). The house is now a museum and the gardens a public park. — Spalding is an important railway junction and a good centre for the visitor interested in Lincolnshire churches.

Spalding lies in the heart of the **Fen District**, formed by the gradual silting up of a large bay (now reduced to the Wash, see below) and extending 70 m. from N. to S. and 35 m. from E. to W. The first attempts to drain it are attributed to the Romans, but its complete drainage and reclamation were not accomplished till the end of the 18th and the beginning of the 19th century. Many of the deep drains and sluices constructed for this purpose may be seen in the neighbourhood of Spalding. The efforts at reclamation often met with considerable resistance from the 'Fen Slodgers,' who gained their living by fowling and fishing. The reclaimed land is very fertile, and huge quantities of bulbs (daffodils, etc.) are grown round Spalding. The fens afford good wildfowl shooting and the best skating in England (see p. 521). Comp. pp. 388, 511, 518.

From Spalding to King's Lynn, 27½ m., Mid. & G.N. Joint Railway in 1–1¼ hr. (3/4, 2/0¼). This line passes near a series of interesting churches. — 3 m. *Weston*, the church of which, 1½ m. N., is a graceful specimen of pure E.E. with Dec. transeptal chapels and a Perp. tower. About 1½ m. farther N. are the picturesque ruins of *Wykeham Chapel* (early Dec.). — 5 m. *Moulton*, with a fine early-Perp. church-tower and crocketed spire, 160 ft. high (c. 1380); 6 m. *Whaplode*, the church of which is invaluable for "the comparative study of late Norman and late Transition work." — 8 m. *Holbeach* (Talbot; Chequers), a small market-town, has a large church forming "an admirably complete specimen of the very latest period of flamboyant Dec. gradually merging into Perp." Large crops of mustard are grown in this neighbourhood. — 10 m. *Fleet*, the Dec. church of which has a detached tower. — 11 m. *Gedney* has an unusually fine *Church (E.E., Dec., and Perp.), with a small ivory plaque of the Crucifixion let into the S. nave-door. — 12½ m. *Long Sutton*, with, perhaps, the most notable *Church of this remarkable series (Perp. exterior, with fine Norman nave). — 16 m. *Sutton Bridge*, the junction of the branch-line to Wisbech and Peterborough (see p. 564), is a small river-port on the *Nene*, which here divides Lincolnshire from Norfolk. To the left we have a good view of the *Wash*, which is gradually being silted up by riverine detritus. It was probably near here that King John, while marching across the Wash, was overtaken by the tide and lost his baggage and his treasure in 1216. — After crossing the Nene we are in *Norfolk* (p. 547). — 19 m. *Walpole* is the station for *Walpole St. Peter* (2 m. S.), which has a noble Perp. church (1423). Under the elevated chancel is a richly groined passage, a public right of way. — About 1 m. N. of (21 m.) *Terrington* is the *Church of *Terrington St. Clement* (Perp.), one of the finest in the marshland, with many interesting details. The inscription on the font-cover refers to the manifestations of the Holy Trinity at the baptism of Christ. — Beyond (22½ m.) *Clenchwarton* we cross the *Ouse*. The church of *Tilney All*

Saints (1 m. S.) shows some good Norman work. — 25½ m. *South Lynn* (p. 562). 27½ m. *King's Lynn*, see p. 562.

In the other direction this line runs on from Spalding to (9 m.) **Bourne** (*Angel*; *Bull*), a market-town (4343 inhab.), noted as the residence of Hereward the Wake (p. 538) and of Robert Manning (Robert of Brunne; flor. 1300), "who gave the English language its present shape" (Freeman). It was the birthplace of Lord Burghley (p. 391) and of the famous M. Worth of Paris (1825–95). *Red Hall*, incorporated with the railway station, is a picturesque Elizabethan structure. *Grimsthorpe Castle* (Earl of Ancaster), 5 m. N.W., is a huge building of various dates, containing some fine Holbeins and other works of art (shown by special permission only). *Edenham Church*, 1 m. W., contains monuments of the Bertie family. — From Bourne the line is continued viâ Saxby and Melton Mowbray to (36¾ m.) *Leicester* (comp. pp. 354, 358). From Bourne to *Sleaford*, see p. 519; to *Essendine*, see p. 391.

From Spalding to *Boston* (Grimsby) and to *Peterborough*, see Rte. 67.

Beyond Spalding our line traverses the *Bedford Level*, one of the great fen areas, taking its name from the reclamation operations of the Earl of Bedford and the Dutch engineer Vermuyden in the 17th cent. (comp. pp. 512, 518). — 80 m. *Cowbit* is the chief centre for fen-skating in winter, and the championships are often decided here. — 84 m. *Postland* lies 4 m. E. of Crowland Abbey (p. 390). At (87½ m.) *French Drove* we enter *Cambridgeshire* (p. 526) and the *Isle of Ely* (p. 538). At (90 m.) *Murrow* we cross the line from Peterborough to King's Lynn (p. 564).

96½ m. **March** (*Rfmts.*; *Griffin*), a market-town (8403 inhab.) on the *Nene*, is perhaps best known as an important railway junction, whence lines radiate to (19 m.) St. Ives (p. 387) and to Peterborough and King's Lynn (p. 564). The old church, dedicated to *St. Wendreda*, has a fine hammer-beam roof, with more than a hundred angels admirably carved in the round (English work of the 15th cent.). — We now cross the Nene. About 5 m. E. of (100½ m.) *Stonea* is *Welney*, the home of notable fen-skaters.

112 m. **Ely**, see p. 538.

67. FROM PETERBOROUGH TO BOSTON AND GREAT GRIMSBY.

78½ m. G.N.R. in 2½–3¼ hrs. (10/5, 6/6½); to (31 m.) *Boston* in 40–70 min. (4/1, 2/6½). This forms part of the through G.N.R. route from London to Grimsby (155 m., in 4½ hrs.; 21/8, 12/10½).

Peterborough, see p. 388. The train diverges to the right from the main G.N.R. line and runs towards the N. through a fen district. — Beyond (5½ m.) *Peakirk*, 5½ m. from Crowland Abbey (p. 390), we pass from Northants into *Lincolnshire* (p. 511). — 7 m. *Deeping St. James* is a station for Market Deeping (3¼ m. W.; p. 391) and for Crowland Abbey (4½ m. E.; p. 390). The village, 1¼ m. W., has an interesting church, a relic of a Benedictine priory. The reclaimed fens in this district are in a high state of cultivation. — 17 m. **Spalding**, see p. 520. — The churches of (20½ m.) *Surfleet*, (23 m.) *Algarkirk & Sutterton*, and (26 m.) *Kirton-in-Holland* are all of interest.

31 m. **Boston,** i.e. *St. Botolph's Town* (*Rfmts.* ; *Peacock & Royal* ; *Red Lion*) a seaport and fishing town of 16,673 inhab., near the mouth of the Witham, was once the second port of the kingdom (early 13th cent.). As the mother-town of its great namesake on the other side of the Atlantic, its associations are of peculiar interest. The church of *St. Botolph, one of the largest parish churches in England, is a Dec. building, with a lofty Perp. tower (288 ft. high), terminating in an octagonal lantern, known as 'Boston Stump,' and forming a sea and land mark for 20–30 m. round. It contains a carillon of 36 bells, cast at Louvain. Three earlier churches are said to have occupied the site, and the oldest part of the present edifice is the lower part of the tower (early 14th cent.). In the interior (marred by a false wooden roof) are some fine misericords, several interesting tombs, and a chapel restored in 1857 by New England Bostonians in memory of John Cotton (1584–1652), who was vicar here before he went to America. *St. Mary's Guildhall*, in which Brewster (p. 393) and other 'Pilgrim Fathers' were tried, possesses some old stained glass. In 1918 some of the old oak rails were presented to Boston, Mass. *Shodfriars Hall* is a quaint timbered building of the 16th century. The *Grammar School* is of the same period (1567). *Hussey Tower* is a relic of a mansion of c. 1500. The old warehouses in Spain Lane, one of which incorporates part of a *Dominican Friary*, may be mentioned.

The *Grand Sluice*, regulating the course of the Witham above the town and controlling the flood-water, was constructed in 1764–66, and the large *Dock* below the town in 1882–84. During the War Boston was a port for the repatriation of prisoners. The mud-flats along the Witham below the town are haunted by wildfowl and afford good sport. The fishing in the river and great drains attracts numerous anglers.

The marsh villages near Boston are noted for their fine churches. That of *Skirbeck*, 1 m. S.E., is beautiful though mutilated (E.E. ; restored). *Fishtoft*, 1½ m. beyond, has a Dec. and Perp. church with a Norman chancel ; the village stocks here are still in situ. The church at *Frieston* (or *Freiston*), 3½ m. E., is the nave of a fine old priory church of the 12th century. The Dec. church of *Leverton*, 6 m. N.E., has been well restored. The excellent cycling or motoring road from Boston to (18 m.) *Wainfleet* and (23 m.) *Skegness* (p. 523) passes several of these interesting churches.

From Boston to Grantham, 32 m., G.N.R. in 1–1¼ hr. (4/3, 2/8). — 7 m. *Swineshead* has an interesting church, the old stocks, and the base of the market-cross. *Swineshead Abbey*, where King John stayed in 1216 after crossing the Wash (comp. p. 520), lay 1 m. E. ; a few remains are incorporated in a farmhouse. — 12 m. *Heckington*. The *Church is a fine example of pure late-Dec. (1345–80), with exquisite flowing tracery, a magnificent Easter Sepulchre, and a fine E. window. — 17 m. Sleaford, see p. 519. — 19 m *Rauceby* has a conspicuous church with a fine early tower and broach spire (13th cent. ; p. xliv). 23 m. *Ancaster* has interesting traces of its occupation as a Roman station on Ermine Street. At (25½ m.) *Honington* the Lincoln line (p. 392) diverges to the right. — 32 m. *Grantham*, see p. 391.

From Boston to Lincoln, 30¾ m., G.N.R. in 1¼ hr. (4/1, 2/6½). The line runs almost the whole way along the bank of the *Witham* (good fishing). — 11¾ m. *Tattershall* possesses the keep of a castle built in 1440 by Baron Cromwell, Lord High Treasurer to Henry VI, which is perhaps the best example of a fortified dwelling in England (comp. p. xxxv), and notable for its brickwork. It has been restored by Earl Curzon (open on week-days, 10–6 ; 1/). The walls are in part 16 ft. thick. The collegiate church (late Perp.) contains some fine 15–16th cent. brasses. The village-cross dates from the 15th century. — 15½ m.

Kirkstead, junction for Horncastle (see below), has the fragment of a Cistercian abbey (13th cent.) and the *Chapel of St. Leonard (now the parish church; open 12–6), a gem of E.E. architecture. Another branch-line connects Kirkstead with (18 m.) *Little Steeping* and (20 m.) *Firsby* (see below). *Coningsby* (4 m.), the first station on this line, is supposed to have furnished Disraeli with the title of his well-known novel. The church has a processional path under its 15th cent. tower. — 21¾ m. *Bardney* is the junction of a line to (21½ m.) *Louth* (p. 524). Recent excavations have laid bare the ground-plan of the once wealthy Benedictine *Bardney Abbey* (1½ m. from the station) and brought to light pillar-bases, tomb-slabs, and other relics. St. Oswald (d. 642) was buried here. The church of St. Lawrence has an old altar-slab with seven crosses. — 30¾ m. *Lincoln*, see p. 513.

The branch-line from Kirkstead (see above) to (7½ m.) *Horncastle* passes (1 m.) *Woodhall Spa* (Victoria; Royal; Goring; Clevedon Club), with bromo-iodine springs, situated amid pines and firs. — **Horncastle** (*Red Lion*; *Bull*; *Rodney*, D. 3/6), on the site of the Roman *Banovallum*, is noted for its annual horse-fair (in Aug.), of which Borrow gives an animated description in 'Romany Rye.' In the church of *St. Mary* are the brass of Sir Lionel Dymoke, King's Champion (1519), and the monument of Sir Ingram Hopwood, "who paid his debt to nature . . . in the attempt of seizing the arch-rebel [Cromwell] in the bloody skirmish near Winceby" (1643). The scythe-blades and hay-knives over the door are said to have been fastened to staves for use in the battle. — At *Scrivelsby*, 2 m. S. of Horncastle, is *Scrivelsby Court* (no adm.), the seat of the Dymokes, who succeeded the Marmions ("Lords of Scrivelbaye") as the hereditary King's Champions. It contains some Coronation cups. The well-timbered park is entered by the Lion Gateway (late-Perp.). The church contains memorials of the Marmions and Dymokes. The village of *Dalderby*, 1½ m. W., has a cross unveiled in 1916 by Gen. Sir William Robertson (p. 392) to commemorate the extraordinary percentage of its inhabitants who volunteered for the War. — The rectory at *Somersby*, 6 m. N.E. of Horncastle, was the birthplace of Tennyson (1809–92; adm. free to the garden on Wed. & Fri.). The church contains a memorial to him, and has a remarkable churchyard cross. *Bag Enderby* church, ½ m. E., is worth a visit. Lincolnshire scenery will recall many passages in Tennyson's poems.

Beyond Boston the Grimsby line, running N.W. through the marshland (p. 511) between the Lincolnshire Wolds and the sea, affords access to the 'Tennyson Country' and to various frequented seaside resorts. We cross the *Witham* ('Grand Sluice,' p. 522). 36 m. *Sibsey* has a Norman church with an E.E. tower. About 4 m. E. of (41 m.) *Eastville* is *Friskney*, the Perp. church of which contains some interesting wall-paintings. At (44 m.) *Little Steeping* the branch-line to Kirkstead (see above) diverges to the left. — From (46½ m.) *Firsby* branch-lines run (r.) to (9 m.) *Skegness* and (l.) to (4½ m.) *Spilsby*.

Skegness (*Rfmts.*; *Lumley Hotel*; *Vine*, at Seacroft; *Seacroft*, pens. 15/; *Hydro Hotel*) is a popular seaside and golfing resort (3775 inhab.), with fine stretches of clean sand, a pier, and other attractions. — The line to Skegness passes (4½ m.) *Wainfleet*, the birthplace of William of Waynflete (1395?–1486), Bishop of Winchester, who founded Magdalen College (Oxford) and also the fine old *Magdalen College School* at Wainfleet (1784). *Croft Church*, 2 m. N., is a good example of the marshland type (late-Dec. & Perp.).

Spilsby (*George*; *White Hart*, from 73/6 per week) was the birthplace of Sir John Franklin (1786–1847), whose statue adjoins the market-cross. The 14th cent. *Church* contains numerous monuments of the Willoughby de Eresby family. — Spilsby is the gateway to the interesting Mid-Lincolnshire Wolds. *Somersby* lies 6 m. N.W. (comp. above). *Halton Holgate*, on the railway from Firsby to Spilsby, has a spacious Perp. church. *Bolingbroke* (which gave its name to Henry IV), *Partney*, *Dalby*, *Langton*, *Mavis Enderby*, and *East Kirkby* are among the many easily accessible points of interest.

Beyond Firsby our line proceeds viâ (48½ m.) *Burgh*, with an interesting church, to (51½ m.) *Willoughby*, the birthplace of Capt. John Smith (1580–1631) of Virginia. There is a Roman camp on the high ground near the rectory of *Claxby* (1 m. E.), and there are British barrows in the vicinity. The Wold scenery is here at its best.

From Willoughby a loop-line (rejoining the main line at Louth, 22½ m., see below) runs to (7 m.) *Sutton-on-Sea* (Rfmts.; Beach Hotel), *Mablethorpe* (9¾ m.; Louth Hotel; fine sands), two pleasant seaside-resorts, (12½ m.) *Theddlethorpe* (fine Perp. church), and (14½ m.) *Saltfleetby*. The Old Manor House at *Saltfleet* (New Inn), 2½ m. N. of the last, is identified with "Locksley Hall, that in the distance overlooks the sandy tracts."

64½ m. **Louth** (*King's Head*; *Mason's Arms*), a town with 9880 inhab., has a Perp. church (rebuilt in the 15th cent.), with, perhaps, one of the most beautiful church-spires in England (16th cent.; 300 ft. high). Tennyson and his brothers were educated at the grammar-school here (rebuilt since then), and the 'Poems of Two Brothers' (by Alfred and Charles Tennyson) were published in 1827 by a Louth bookseller. The 'Stuff Ball,' at which the ladies wear woollens, is still an annual function. The ruins of the Cistercian *Louth Park Abbey* (12th cent.) are about 1½ m. E. of the town. — From Louth to *Bardney*, see p. 523.

The stations between Louth and Grimsby are relatively unimportant, but interesting churches are not lacking.

78½ m. **Great Grimsby** (*Rfmts.*; *Royal*, near the Docks Station; *Yarborough*, near the Town Station), the largest town in Lincolnshire (pop. 76,659) and the chief fishing-port in England, perhaps in the world, lies on the S. bank of the estuary of the *Humber*. The *Docks* and the *Fish Market* are its chief attractions, for, though dating back to early times, Grimsby possesses no relics of antiquity except the parish church of *St. James*, a fine, mainly E.E. edifice (13th cent.) near the Town Station. The most notable feature in this is the curious combination of the clerestory and triforium. The tomb of Sir Thomas Haslerton (N. transept) is popularly supposed to be that of Grim, the traditional Danish (or Saxon) founder of the town.

Grimsby carries on a very important trade in coal, grain, timber, and other articles with Continental ports, and it is the starting-point of regular passenger-steamers to Antwerp, Hamburg, the Baltic ports, etc. (p. lv). — The *Fishing Fleet* consists of about 1500 vessels (many steam trawlers) and the annual catch of fish in a normal year is about 200,000 tons. The landing of the catch, the dressing of the market, the fish auctions, the dispersal of the fish to the waiting trains, and the clearance of the huge market for the following day offer scenes of great interest and activity. During the War Grimsby trawlers did splendid service in the Auxiliary Patrol.

Practically continuous with Grimsby and reached either by railway (fare 3*d*.) or tramway (3*d*.) is **Cleethorpes** (*Rfmts.*; *Dolphin*; *Victoria*; *Cliff*), the largest seaside resort in Lincolnshire (21,417 inhab.), with a fine sea-wall and promenade, a good beach, pier and pier-gardens, a

golf course, and other attractions. — *Clee*, 1m. W., has one of the most interesting churches in the county. The W. tower is a fine example of the Saxon style, built of rubble with large quoins at the angles. The nave is Norman; the central tower, S. transept, and chancel are modern. The font is Norman.

Rail motors run from Grimsby (Corporation Road) to (7 m.) *Immingham Dock* (see p. 512). — From Grimsby viâ *Ulceby* or *Brocklesby* to *Hull* and *Lincoln*, see p. 512; viâ *Barnetby* to *Doncaster* (Sheffield, etc.), see p. 512. — Passenger-boats ply between Grimsby and *Hull* (p. 482), and excursion steamers run to *Spurn Head* (p. 484).

68. FROM LONDON TO CAMBRIDGE.

55¾ m. G.E.R. from *Liverpool Street Station* in 1¼–2½ hrs. (8/9, 4/7½). Cambridge is reached also by the G.N.R. (viâ Hitchin; 58 m., in 1¼–2½ hrs.; comp. p. 386) and the L. & N.W.R. (viâ Bletchley; comp. p. 237).

Motor Route (59 m.), see Motor Route B on p. 547.

As far as (17 m.) *Broxbourne* (Rfmts.), beyond which the Hertford branch diverges to the left, this route is described in the *Blue Guide to London*. We cross the *Lea*. About 5 m. S.E. of (24½ m.) *Harlow* is *High Laver*, where John Locke (1632–1704) is buried. — 30½ m. **Bishop's Stortford** (*George*; *Chequers*; 8721 inhab.), with a Perp. church and a grammar-school, was the birthplace of Cecil Rhodes (1853–1902).

A branch-line runs hence to (18 m.) *Braintree* (6168 inhab.; White Hart, R. from 5/, D. 4/6–5/), passing (9 m.) *Dunmow* (Saracen's Head; White Lion) and (11¾ m.) *Felsted* or *Felstead*, with a well-known school. Near Felsted are the remains of *Dunmow Priory*, where by an old 'custom' (still occasionally observed) a flitch of bacon could be claimed by any married couple who had "not repented them, sleeping or waking, of their marriage in a year and a day." From Braintree to *Witham*, see p. 544.

The line now definitely enters *Essex* (p. 543). From (35½ m.) *Llsenham* a branch runs to (5½ m.) Thaxted.

Thaxted (pop. 1672; *Swan*), with quaint old houses and a Jacobean *Guildhall* upon wooden pillars, was the birthplace of Samuel Purchas (1575 ?–1626) of the 'Pilgrimes.' The spacious Perp. ***Church** (14–15th cent.), one of the finest in Essex, has a conspicuous crocketed spire (180 ft.), pinnacled buttresses, and grotesque gargoyles. The font, pulpit, and timber roofs are noteworthy. *Horham Hall*, 2 m. S.W., is a fine Tudor mansion.

Near (41¾ m.) *Audley End* is the imposing Jacobean mansion of that name (Lord Braybrook; adm. by special permission only), built by John Thorpe (1610–16).

From Audley End a branch runs to (7¼ m.) *Bartlow* (comp. below), passing (1¾ m.) **Saffron Walden** (pop. 6311; *Rose & Crown*; *Abbey*, R. 2/, L. 2/6), with a ruined castle (12th cent.), a fine Perp. church, a museum of local antiquities, and some picturesque timbered buildings.

At (45¾ m.) *Great Chesterford*, on the *Cam* or *Granta*, we enter *Cambridgeshire* (p. 526). *Ickleton*, 1 m. N., has a church with monolithic columns (probably from a Roman building), late-Saxon details, and a 'sacring' bell outside the spire. — To the right are the *Gogmagog Hills* (220 ft.). 52½ m. *Shelford*.

From Shelforn to Long Melford, 28¼ m., G.E.R. in 65–70 min. (5/4, 2/4½). — *Balsham*, 3½ m. N. of (7 m.) *Linton*, has a Dec. and Perp church with two 15th cent. brasses. — 9 m. *Bartlow* (comp. above). — 15 m. *Haverhill* (p. 544). — 22 m. *Clare* has relics of a Norman castle and of an Augustinian abbey founded in 1248. — In the 13th cent. church of (24½ m.) *Cavendish* are tombs of the Cavendish family (p. 372). — 28¼ m. *Long Melford*, see p. 544.

Cambridgeshire, rich in grain, is one of the smaller counties. The fens, including the *Isle of Ely* (p. 538), that cover its N. part are so striking and extensive that the general impression of the county is that of a complete level; but in reality its surface is considerably varied, though its highest elevation is in the Gogmagog Hills (p. 525). It is chiefly noteworthy, however, as including within its borders Cambridge University and Ely Cathedral.

55¾ m. **CAMBRIDGE** (55,812 inhab.), on the Cam, is famous as the seat of one of the two great English universities. It lies on a flat plain, on the S. margin of the Fen Country, and is nowhere more than 50 ft. above the sea. Thus it has little natural charm, and owes its attractiveness to its series of stately colleges admirably set off by groups and avenues of fine trees. Building for building, it is hard to award the palm between the sister universities, and if Cambridge has no High Street, the greenery of its 'Backs' is unparalleled at Oxford.

CAMBRIDGE UNIVERSITY has 17 colleges and 2 hostels (Selwyn College and Fitzwilliam Hall), 52 professors, about 75 readers and lecturers, 300 fellows, and (1919) c. 5000 undergraduates. Not incorporated with the University are three theological halls (*Westminster College*, *Ridley Hall*, and the Rom. Cath. *Ayerst Hostel*) and two women's colleges (*Girton College* and *Newnham College*; comp. p. 304).

Railway Station (beyond Pl. G 5; *Rfmts.*), 1½ m. S.E. of the centre of the town (omn. 1*d.*; cab 1/6).

Hotels. UNIVERSITY ARMS (Pl. F 5), Regent St.; BULL (Pl. E, F 2), Trumpington St., R. from 5/, L. 3/6, D. 5/; BLUE BOAR (Pl. C, D 3), Trinity St., R. from 3/6, L. 3/, D. 3/6; LION (Pl. D, E 3), Petty Cury; BATH, Benet St. (Pl. E 3); LIVINGSTONE (Pl. D 4), Petty Cury, BIRD BOLT (Pl. G 5), Regent St., temperance houses, R. from 2/6; GREAT NORTHERN, near the station; DORSET, 72 Hills Road, private. — *Kenmare Boarding House*, 74 Trumpington St.

Restaurants. *Buol*, 17 King's Parade; *The Café*, 14 Trinity St.; *Dorothy Café*. *Cambridge Café*, 21 & 47 Sidney St.; *Cury Café*, 25 Petty Cury; *Tea Shop*, 2 Regent St.; *La Maison*, 3 Market St.

Post Office (Pl. D 4), Petty Cury.

Cabs. For 1½ m. (2 pers.) 1/, each ½ m. extra 3*d.*, each extra pers. 6*d.*; with two horses 2/, 6*d.*, 6*d.* Per hour (1–2 pers.) 2/ (each extra pers. 6*d.*), with two horses (1–2 pers.) 4/; each extra ½ hr. 6*d.*, 1/. Luggage up to 112 lb. free. — TAXICABS 1/ for 1 m., 3*d.* for extra ½ m., each extra pers. 6*d.* No extra charge for additional passengers. Luggage not more than 3*d.* per package. — OMNIBUSES run from the rail. station to the post office (½*d.*) and Chesterton Road (3*d.*) and from the post office to Mill Road (1*d.*) and Huntingdon St. (1*d.*).

New Theatre (Pl. F 5), St. Andrew's St.

Boats, for a row along the Backs (p. 528), may be hired at the Silver St. and Garret Hostel bridges (Pl. F 2; D 1). Those who wish a more extended jaunt will find boats also above and below the locks (*Upper* and *Lower River*). — MOTOR BOATS ply on the Lower River, starting at Banham's Boat House, Barnwell.

History. The castle on the N. side of the town (p. 534) may represent a British earthwork, and Roman remains indicate a Roman settlement, usually known as *Camboritum*. An early name of the river seems to have been *Granta*, giving the forms *Grantebrycge* (*Grantabridge*) and (later) *Cantebrigge*, eventually softened into *Cambridge*. The present name of the river *Cam* was derived from the town, not the other way about. The situation of Cambridge must always have been important, but the significance of town and castle was speedily eclipsed by that of the University. This, according to myth, was founded by *Prince Cantaber* of Spain in the year of the world 4321; as a fact it probably grew up out of the religious establishments of the early 12th century. It is recognized as an important seat of learning in a writ of Henry III (1231). Peterhouse, the first college properly so called, dates from 1281–84. Friction between the University and the Town culminated in the riot of 1381, when the townsmen sacked several colleges and destroyed many important documents. Cambridge attained a European reputation with

the advent of Erasmus (p. 529). Its wealth and well-being were increased rather than lessened by the great religious change of the 16th cent.; it lost little during the Civil War except the plate melted down for the war-chest of Charles I. For Americans Cambridge must always have a special interest as the main fons et origo of higher education in the United States, the stream flowing through John Harvard, President Dunster, and many other graduates of this university.

The **University System** of Cambridge and Oxford is described on pp. 303, 304.

Hints to Visitors. The remarks on p. 301 as to the escort of a member of the University, the vacations, and the admission to the college buildings apply also to Cambridge. The liveliest time to visit Cambridge is the so-called *Commencement* or *May Week* (actually in June) at the end of the Easter term, when the College Boat Races are held, accompanied by a series of balls, concerts, and other entertainments. On the Tues. after the races there is a *Congregation* for prize exercises and the conferring of honorary degrees. — The Lower River is the scene of the College Boat Races. These, decided as at Oxford by 'bumping' (comp. p. 302), begin at *Baitsbite*, 3 m. downstream.

To obtain any adequate idea of Cambridge, the visitor must devote several days to it. The *Day's Walk* described below will, however, show him at least the outside of the buildings of chief interest. It begins in the centre of the town, in approaching which from the railway station we pass for the present the Fitzwilliam Museum and several colleges. The points which most imperatively demand attention include *King's, St. John's, Trinity, Queens'*, and *Jesus Colleges* (pp. 528, 535, 529, 533), the *Round Church* (p. 535), and the *Fitzwilliam Museum* (p. 530).

In the middle of the town, in King's Parade, with its back to the market-place, is **St. Mary's the Great** (Pl. D 3), a good Perp. edifice of 1478–1514, restored by Sir G. G. Scott. It is a parish church but is used also by the University (service on Sun. at 2.30). — Opposite the church is the dignified Senate House Yard (with a replica of the Warwick Vase, p. 341), on the right (N.) side of which is the **Senate House** (Pl. D 2, 3), the scene of the chief public functions of the University, and corresponding to the Sheldonian Theatre at Oxford (p. 312). It was built by James Gibbs in 1722–30, and contains statues of Pitt (by Nollekens) and the 6th Duke of Somerset, Chancellor of the University for nearly 60 years (1689–1748; by Rysbrack). — On the W. side of Senate House Yard stands the **University Library** (Pl. D 2, 3; entr. opposite the W. end of the Senate House), now occupying the whole of the Schools Quadrangle. The oldest part dates from the 15th cent., the main (E.) façade from 1754–61; most of the rest was erected in the 19th century.

The library (open 9.30 or 10 to 3.30 or 4, Sat. 9–2), with its 800,000 printed vols., 100,000 maps, and 10,000 MSS., ranks next in order to the British Museum and the Bodleian (p. 313). Beyond a few portraits and some cases with examples of its most valuable MSS. and incunabula (e.g. Wycliffe's Bible, on vellum; a 13th cent. Life of Edward the Confessor; the Codex Bezæ, of the 6th cent., one of the five great uncial MSS. of the Gospels) there is little to detain the ordinary visitor.

Senate House Passage (N. side of Senate House) leads to **Trinity Hall** (Pl. D 2), founded in 1350, with special provision for students of law. It is the only college that retains the name of 'Hall.'

Most of the buildings are modern, but the *Library* dates from the early 17th cent. and retains the iron bars for chained books of a still earlier period. The pretty *Fellows' Garden* has some fine chestnuts.

Famous Members: Tusser (author of '500 Points of Good Husbandry'), Holinshed, Bp. Gardiner of Winchester, Lord Fitzwilliam

(p. 530), Lord Chesterfield, Bulwer Lytton, Lord Chief Justice Cockburn Sir H. Sumner Maine, John Sterling, F. D. Maurice, and Sir Leslie Stephen.

To the S. of Trinity Hall is **Clare College** (Pl. D, E 2), founded in 1326 and thus junior to Peterhouse alone. The present buildings are an admirable example of their period (1638–1715).

The W. range opens on Clare Bridge (*View) leading over the Cam to the beautiful *Fellows' Garden* (fine limes) and to the 'Backs' (see below). The 16th cent. college plate includes a famous 'Poison Cup.'

Famous Members: Abp. Tillotson, Bp. Latimer, Cudworth the Platonist, Whiston (translator of 'Josephus'), and Hervey ('Meditations among the Tombs'). Tradition connects Chaucer with Clare Hall and identifies it with the 'Solere Hall' of the 'Reeve's Tale.'

[Those who have not time to walk along the whole length of the *Backs of the Colleges (i.e. the tree-shaded grounds on the left bank of the river near this point) will get a good idea of them by crossing Clare Bridge and entering King's College from behind.]

Opposite the E. entrance of Clare College is the W. façade of the University Library, incorporating the beautiful 15th cent. gateway of the original court of King's College, which was on this site.

Returning to King's Parade, we next enter ***King's College** (Pl. E 2), which was founded by Henry VI in 1440 and re-established on a roomier site and in connection with Eton College (p. 289) three years later. The street frontage consists of a portal and open-work stone screen of 1828.

On the W. side of the *Great Court*, with its modern fountain, is the *Fellows' Building* (1724), and on the S. side is the *Hall* (1824–28). Behind the Fellows' Building is a wonderful lawn, sloping to the river and bounded on the S. by the *Library* and *Provost's Lodge* and on the N. by Clare College. Fine view from the bridge.

On the N. side of the Great Court is **King's College Chapel, a late-Perp. building of 1446–1515, regarded as the crowning glory of the University, mainly on account of its perfect interior, a "Sursum Corda done into stone" (open free 10–4; choral service on Sun. at 3.30 and on week-days, except Wed., at 5 p.m.). It is 291 ft. long, 45½ ft. wide, and 75 ft. high. The entrance is the best part of the exterior, in which the lack of a tower is poorly compensated by four angular turrets. The design of the interior is bold and simple, the ornamentation (including the Tudor rose and portcullis) rich but not excessive. The outstanding features are the 25 magnificent **Stained Glass Windows* (all of the 16th cent., except that by Clayton & Bell at the W. end), the *Fan Vaulting*, the *Stalls*, and the wooden *Organ Screen* (temp. Henry VIII). The modern *Altar Screen* incorporates a 'Descent from the Cross' ascribed to Daniele da Volterra. Each of the *Chantries*, opening between the buttresses of the nave, contained an altar. — The roof of the chapel (adm. 6*d*.) commands a wide view, including Ely Cathedral.

Famous Members: Phineas and Giles Fletcher, Edmund Waller Sir Robert and Horace Walpole, Sir William Temple, Bp. Pearson, Lord Stratford de Redcliffe, and Rupert Brooke.

In Benet St., opposite the S. range of King's College, is (r.) *St. Benet's* (i.e. *Benedict's*) *Church* (Pl. E 3), a modernized building with a highly interesting pre-Norman tower and tower-arch (inside). A gallery of finely toned red brick (best seen from Free School Lane) connects the church with Corpus Christi College. To the E. of Free School Lane are the Science Schools and Museums (p. 532).

Corpus Christi College (Pl. F 3), situated on the E. side of Trumpington St., was founded in 1352 by the aldermen and brethren of the united Guilds of Corpus Christi and the Blessed Virgin.

The **Old Court* (reached from the N.E. corner of the front court) is the earliest extant example in England of a complete mediæval academic quadrangle. The *Library* contains a priceless collection of MSS. bequeathed by Abp. Parker, Master from 1544 to 1552. Some of the most interesting MSS. are exhibited in glass-cases: Gospels used by St. Augustine; Anglo-Saxon Chronicle written for King Alfred; Parker's original MS. of the Thirty-Nine Articles. In the *Hall* are paintings by Reynolds, Romney, Poussin, Kneller, etc. The mediæval college plate is unusually fine.

Famous Members: Sir Nicholas Bacon, Robert Browne (p. 239), Christopher Marlowe, John Fletcher, Abp. Tenison, and Gen. Braddock (d. 1755).

Opposite Corpus Christi College is **St. Catharine's College** (Pl. F 2, 3), founded in 1475 and rebuilt in the 17–18th centuries. The rich colour of the old brick-work is notable.

Abp. Sandys and Bp. Lightfoot, the Oriental scholar, were Masters of St. Catharine's; John Bradford, the Reformer, and Shirley, the playwright, were members.

Opposite the W. side of St. Catharine's, in Queens' Lane, is the imposing main gateway of **Queens' College** (Pl. F 2), founded in 1448 by Margaret of Anjou, wife of Henry VI, and refounded in 1465 by Elizabeth Woodville, wife of Edward IV. It is, perhaps, the most picturesque of Cambridge colleges.

The red-brick *First Court*, now nearly restored to its original character, includes the *Hall* (S.), the interesting old *Chapel* (N.E. corner; sun-dial painted on the wall), and the *Library* (N.; Jacobean bookcases). To the W. of this is the charming *Cloister Court*, whence the 'wooden bridge' leads to the **College Gardens*. On the N. side of this court is the **President's Lodge*, with a beautiful panelled gallery of the 16th century. In the small *Erasmus* or *Pump Court*, S. of the Cloister Court, is the *Erasmus Tower*, above the rooms occupied by Erasmus, who taught Greek in this college (1510–13). To the N. of the main court are the *Walnut Tree Court* and a new court, with the large modern *Chapel* (by Bodley) between them.

Famous Members: Thomas Fuller, of the 'Worthies' (1621–29; comp. p. 533), Bp. Pearson (author of 'Exposition of the Creed'), and Abp. Whitgift.

On the S. Queens' is bounded by Silver St., the continuation of which, beyond the Cam, leads to *Ridley Hall*, a theological school for graduates (1879), and **Selwyn College**, a public hostel incorporated in 1882 for Church of England students "willing to live economically." Opposite is **Newnham College**, established in 1875 for women and consisting of four halls (250 students), with library and chapel. The architect was Basil Champneys. — Farther out is the *University Football Ground*.

We now return to Trumpington St. along Silver St., opposite the end of which is *St. Botolph's Church* (Pl. F 3; chiefly Perp.). To the right, as we proceed S., is the *University Printing Press*, or *Pitt Press*, with its conspicuous tower (1831–33), popularly known as the 'Freshman's Church' from an alleged common mistake of the unsophisticated. The building was erected with the aid of the surplus of a fund subscribed for the erection of a statue of William Pitt in London. To the left, almost opposite, stands **Pembroke College** (Pl. F 3), founded by the Countess of Pembroke in 1346, but almost wholly modernized or rebuilt.

The *Chapel*, built by Wren in 1663–64, was lengthened in 1881. The old chapel (in the first court, to the left) has a fine plaster ceiling (1690). The modern buildings are by Waterhouse and G. G. Scott. The *Gardens* are attractive. The superb Foundress Cup is one of the very few pieces of mediæval plate in Cambridge.

Famous Members. Pembroke has been called the 'Collegium Episcopale,' from the number of bishops it has produced (Ridley, Grindal, Whitgift, Andrewes, etc.); it might also be called the 'College of Poets,'

for Spenser, Crashaw, Gray (see below), and Mason were among its members. The younger Pitt, Sir H. J. Sumner Maine, and Sir G. G. Stokes were Pembroke men.

On the other side of Trumpington St., just beyond Pembroke, stands **Peterhouse** (Pl. G 3), or *St. Peter's College*, founded by Hugh of Balsham, Bp. of Ely, in 1281. This is the oldest college in Cambridge, and though its general appearance is not antique it retains portions of its original buildings.

The first court is much blocked up by the *Chapel*, an example of Laudian Gothic (1632), which projects into it. The *Library* (S.) dates from 1553–89. In the second court is the *Hall*, which, though much altered by G. G. Scott (1868–71), is substantially the original hall of 1286. It contains portraits and stained glass by Madox Brown, Burne-Jones, and William Morris. The windows of the *Combination Room* (1460) are by the same artists. The third court dates from 1825.

Famous Members: Card. Beaufort, the poet Gray, Chas. Babbage, and Lord Kelvin. Gray's rooms, facing St. Mary's the Less (see below), may be identified by the iron bars placed by the poet for use in case of fire. Induced to use his rope-ladder by a false alarm of fire, he left Peterhouse in dudgeon at the practical joke and became a member of Pembroke (p. 529).

The church of *St. Mary the Less* (Pl. G 3; 14th cent., but considerably altered), adjoining Peterhouse on the N., served as the college chapel before 1632. Its flowing Dec. tracery is exquisite. Near the entrance is a monument with the Washington arms (p. 364).

On the same side of the street, a little farther on, stands the ***Fitzwilliam Museum** (Pl. G 3), a massive classical building by *George Basevi* and *C. R. Cockerell* (1837–47), erected for the valuable collections bequeathed to the University by Viscount Fitzwilliam in 1816. Its aim is to present as wide an appeal as possible to the junior members of the University. The collections, which have been enormously expanded since the original bequest, are open free from 10 (on Sun. from 2) to 4, 5, or 6 (closed on the first Wed. of each month). Catalogues of the pictures (6*d.* and 2/6). Director, *S. C. Cockerell.*

The Entrance Hall, designed by *E. M. Barry* (1870–75), contains a statue of Prince Albert (by *Foley*), busts of Horne Tooke and E. D. Clarke (by *Chantrey*), a statuette of Hercules (by *Roubiliac*), and cartoons by *Burne-Jones*. — The staircase in front ascends to the large West Gallery (III), containing most of the principal pictures of the Foreign Schools. Among the most notable of these works (many of the smaller on screens) are examples of *Paolo Veronese* (*143. Hermes, Herse, and Aglauros), *Palma Vecchio* (*109. Venus and Cupid), *Titian* (*129. Venus, Cupid, and Man with a Guitar), *Pinturicchio* (*119. Virgin and Child), *Bartolomeo Veneto* (*133. Portrait), *Murillo* (100. Vision of Fra Lauterio), *Rubens* (*228–231, *240–243. Sketches), *Frans Hals* (*150. Portrait of a man), *Cornelis de Vos* (159. Portrait), *Jan Steen* (78. Drawing-lesson), *Ruysdael* (*63, 65, 74, 75, 84), *Herri met de Bles* (98. Annunciation), *Terburg* (624), *Cuyp* (68, 77), *A. van de Velde* (88), *Teniers* (*72), *Van der Neer* (97, 670), *Berckheyde* (*47. Haarlem, with the Groote Kerk), *Wouwerman* (69, 80), *Hobbema* (*49), *A. van Ostade* (64, 70), *Weenix* (50), *Jan Both* (56), *Dou* (*33, 34, 35), *Master of the Death of the Virgin* (*104), and *Millet* (694. Peasant resting). At the N. end of the room are works by the British painters *Hogarth* (*21, *24), *Morland* (6, 13, 14, 19, 20), *Gainsborough* (*18. Hon. W. Fitzwilliam), *Richardson* (8. Gray, 16. Pope), *Thornhill* (9. Handel), and *Wright of Derby* (1. Lord Fitzwilliam at the age of 19). On easels are Nos. *892 (Girl with a tattered glove) and 907 (Gen. Smuts), both by *Wm. Nicholson*. — In cases at the ends of this gallery are displayed two fine illuminated MSS., that at the S. end being the *Metz Pontifical (presented in 1918), produced for a Bishop of Metz at the beginning of the 14th cent., the

most sumptuous French liturgical MS. of its date. — The North Dome Room (IV), to the right, contains a fine example of *Rembrandt* (*152. Man in a Plumed Hat, 1636) and pictures of the English School, including works by *Reynolds* (*653. Lord Rockingham and Edmund Burke, unfinished), *Hogarth* (647, 648, *675), *Gainsborough* (644, 645, 709, 710), *Herkomer* (*503. Prof. Fawcett), and *Richmond* (502. Bp. Westcott). On a screen is a Study of a Sicilian Peasant by *Sargent* (753). — The North Gallery (V), opening off R. IV, also contains chiefly British pictures, including works by *Romney* (654), *Rossetti* (685. Joan of Arc, his last picture; 681. Browning; 682. Swinburne; 683. Rossetti himself, etc.), *Prout* (596–598), *Cox* (599, 600), *Millais* (*499. Bridesmaid), *Strang* (703, 704, on a screen), *Augustus John* (851, 854), *Watts* (503. Duke of Devonshire), *Burne-Jones* (667, 677–679), *Ruskin* (614), *Eric H. Kennington* (Ration Carrier), and *Lear* (*460. Temple of Bassæ). In this room are also pictures by the early Italian masters, including a good example of *Simone Martini* (552); a large ivory model of the Taj Mahal; and paintings (*456, 712), engravings, and books by *William Blake*. — The South Dome Room (II), to the S. of R. III, contains a fine unfinished portrait by *Raeburn* (*220), a pen-and-ink drawing by the *Master of Flémalle* (*604. St. Veronica), works by *Canaletto* (193, 194, 203, 205), *Guardi* (183, 184, 187, 188), and *Belotto* (186, 192, 195), drawings by Old Masters, and illuminated MSS. — In the South Gallery (I) are the Smart Collection of watches, the McClean Collections of ivories and enamels, 25 *Drawings by *J. M. W. Turner* (567–591; presented by Ruskin in 1861), examples of *Lancret* (317, 330), *Greuze* (318, 332), *G. Poussin* (323, 335), *F. van Mieris the Younger* (*365. Man with a tankard, replica in the Alte Pinakothek at Munich), *Netscher* (357. First Pineapple grown in England), and *Rubens* (267. Allegory), and a statue of Glory by *J. Baratta* (1715). — The Sculpture Gallery in the basement includes Greek and Roman antiquities (central room), Greek and Etruscan vases and a Cistophorus from Eleusis (S. room), and Egyptian collections (N. room). — The Library contains a rich collection of engravings, prints, and woodcuts, musical MSS. of Bach, Beethoven, Handel, Haydn, Purcell, Blow, and others, and a large collection of Greek and other coins. The prints include not only examples of the older masters (Dürer, Rembrandt, Lucas van Leyden, Schongauer, etc.), but also modern works by Strang, Augustus John, Frank Short, Rodin, and others. Among the autographs are MSS. of Blake, William Morris, D. G. Rossetti, and Thomas Hardy, letters of many famous artists and literary men, a series of documents written or signed by Kings of England from Henry VI to the present day, Sir Joshua Reynolds's ledgers, Romney's diary of his tour in Italy, and the MSS. of Samuel Butler's 'Psalm of Montreal' and Rupert Brooke's 'Grautchester.'

The *Marlay Collection* of pictures and other works of art, bequeathed to the Museum in 1912, is to be housed in an extension of the building, for which Mr. Marlay provided funds. In the meantime some of the chief treasures of the collection are distributed throughout the existing galleries (Chinese and Japanese curios and illustrated books in R. III; miniatures and book-bindings in R. IV; pottery, silver ware, bronzes, and glass, at the head of the staircase).

Close to the Fitzwilliam Museum, behind St. Mary the Less (p. 530), is the *Museum of Classical Archæology* (curator, A. B. Cook), containing casts of ancient sculpture, a library, and a lecture-room.

Fitzwilliam Hall (Pl. G 3, 4), opposite the Museum, is the official headquarters of the Non-Collegiate Students, i.e. those not attached to any college.

About 300 yds. S. of this point, beyond *Addenbrooke's Hospital* (160 beds), Trumpington St. ends at *Hobson's Conduit*, transferred hither in 1855 from its original site in Market Hill, where it was erected in 1614, partly at the expense of Thomas Hobson (d. 1631), "carrier between Cambridge and London, and a great benefactor to this University and town." Hobson is the subject of two short poems by Milton, and the phrase 'Hobson's choice' embalms his rule of lettiug out his 'forty good cattle' in strict rotation. — In Trumpington Road, a few yards farther on, is the *Leys School*, a well-known public school founded in 1875. In Bateman St., the next turning on the left, are the entrances

to Cheshunt College (l.) and to the *Botanic Garden* (r.; 20 acres). *Cheshunt College*, a theological seminary belonging to the Countess of Huntingdon's Connexion founded in 1792, was transferred in 1905 from Cheshunt in Herts to Cambridge; the buildings date from 1915.

Fitzwilliam St. (Pl. G 4), opposite the Fitzwilliam Museum, leads E. to Tennis Court Road (Pl. F, G 4), which we follow to the left to reach the New Museums (see below).

The part of Tennis Court Road to the right skirts the grounds of **Downing College** (Pl. G 5; entered from Regent Street), which was founded in 1800 with the proceeds of estates devised by Sir George Downing (d. 1749). Its two ranges of classical buildings, designed by *Wilkins*, are separated by a spacious stretch of grass.

The **New Museums** (Pl. E, F 3, 4) is the name collectively given to the two extensive groups of museums, laboratories, lecture-rooms, and workrooms lying respectively to the N. and S. of Pembroke St. and Downing St. These well-equipped modern buildings belong mainly to the scientific department of the university, and are well worth visiting by the technical expert or student. The museums are generally open free from 10 to 4, 5, or 6, according to the season.

Perhaps the most generally interesting is the New Archæological Museum (Pl. F 4), at the corner of Tennis Court Road and Downing St., which contains collections of Roman pottery, glass, and bronze objects; prehistoric British and Irish antiquities; Anglo-Saxon ornaments and implements; stone implements from S. Africa; Egyptian pre-Dynastic antiquities, etc., besides comprehensive ethnological collections. Immediately adjoining this, on the S. side of Downing St., is the *Law School*, with the *Squire Law Library*, beyond which is the large Sedgwick Museum of Geology (Pl. F 4; entrance from the quadrangle), with important collections of minerals, fossils, and geological specimens. All these buildings were designed by *Sir T. G. Jackson*. Behind them, forming the fourth side of the unfinished quadrangle, is the Botany School (Pl. F 4), by *W. C. Marshall*, containing a valuable botanical museum. To the S. of this school is the *School of Agriculture*, to the E. of which is the building containing the *Physiological* and *Psychological Laboratories*, and still farther S. is the *School of Forestry*.

On the opposite side of Downing St. are the buildings of the Medical School (Pl. F 3, 4), including *Anatomical*, *Physiological*, and *Zoological Museums*. — To the W. of the Medical School are the *Mineralogical Museum*, the *Engineering Department*, the *Cavendish Physical Laboratory* (Pl. F 3; abutting on Free School Lane), and the *Chemical Laboratory* (Pl. F 3; fronting on Pembroke St.). — In the N.E. angle of this group are the *Examination Rooms*, adjoined on the E. by the *University Lecture Rooms*, for History, Mediæval and Modern Languages, Moral Sciences, and Economics. The last are entered from Benet St. (p. 528).

Downing St. ends on the E. opposite **Emmanuel College** (Pl. E 5), which was founded in 1583 by Sir Walter Mildmay. "I have set an acorn," he replied to Queen Elizabeth's charge of Puritanism, "which when it becomes an oak, God alone knows what will be the fruit thereof." It occupies the site and incorporated the buildings of a 13th cent. Dominican priory, but its present quadrangles are almost wholly modern.

Facing the entrance to the main court is the *Chapel* (consecrated 1677), designed by Wren, with an altarpiece by Amiconi and a memorial window and tablet to John Harvard (see p. 527). Within the cloister is the entrance to the *Master's Lodge*, with its picture gallery (good portraits). In a smaller court, to the N., is the *Library*, containing some interesting MSS. A subway under Emmanuel St. connects the college with a large new North Court, designed by L. Stokes and opened in 1915. The college possesses a 'Founder's Cup,' ascribed to Benvenuto Cellini. The extensive *Gardens* contain a large pond.

Famous Members: Bp. Hall, Abp. Sancroft, Dr. Parr, Bp. Percy (of the 'Reliques'), Sir William Temple, William Law (of the 'Serious Call'), Cudworth, John Harvard (rooms not identified), and some of the Pilgrim Fathers.

To the S. of Emmanuel College is *Parker's Piece* (Pl. F 5), an open space named from Edward Parker, cook of Trinity College, to whom it was leased in 1587. It is still used for athletic sports, but the chief *University Cricket Ground* is now at 'Fenner's,' a little farther S.

Following St. Andrew's St. towards the N., we next reach **Christ's College** (Pl. D 4), established in 1505 by Lady Margaret Beaufort, Countess of Richmond, mother of Henry VII (comp. p. 535; Tudor arms over the gateway). It absorbed God's House, founded in 1439 on the site of the King's College Chapel, whence it was removed seven years later. The buildings were modernized in the 18th cent., and the hall was rebuilt by G. G. Scott in 1876. The fine range on the E. side of the second court (1642) has been attributed to Inigo Jones. The glory of Christ's College is its large **Gardens*, in which is a fine mulberry-tree associated (somewhat doubtfully) with John Milton. The fine college plate includes a cup supposed to have been given by Humphrey, Duke of Gloucester (Shakespeare's Duke), to Lady Margaret Beaufort as a christening gift.

Famous Members: Milton, Edward King (the subject of 'Lycidas'), Sir Walter Mildmay (p. 532), Quarles, Leland, Paley, Cudworth, Darwin, Calverley, Seeley, Walter Besant, and General Smuts. — John Milton, who was admitted as a pensioner in 1625 at the age of 16, occupied a first floor room on the first stair on the N. side of the first court, and here wrote the 'Hymn on Christ's Nativity' as a college exercise.

St. Andrew's Church (Pl. E 4), opposite Christ's College, contains a memorial to Capt. Cook (p. 479), his wife, and his six children. Thence *Petty Cury* (Pl. D 3, 4; perhaps 'petite curye' or 'little cookery') leads left to Market Hill. We, however, follow Sidney St., leading N., past *Holy Trinity* (Pl. D 3, 4; Chas. Simeon, d. 1836, vicar for 54 years), to **Sidney Sussex College** (Pl. C 4), established on the site of a Franciscan convent, under the will of Frances Sidney, Countess of Sussex (d. 1589). The original buildings, completed in 1598, were largely spoiled in 1821–32 by Sir Jeffry Wyatville, who, however, spared the old oriels on the garden front. A new court (by Pearson) was added in 1890 and the chapel was much enlarged in 1916–17.

Famous Members. Oliver Cromwell (entered as a fellow commoner in 1616) and Thomas Fuller (1629–37; p. 529) are the chief luminaries of the college. In the *Hall* hangs a famous portrait of Cromwell, attributed to Sam. Cooper, though it has been suggested that this is the portrait by Lely, in which the Protector charged the painter to include "all these roughnesses, pimples, and warts."

Beyond Sidney Sussex College we pass the E. extension of Trinity College (l.; p. 535) and turn to the right into Jesus Lane (Pl. C 3, 4). In this, to the left, are the *University Pitt Club* and a *Friends' Meeting House* (corner of Park St.), behind which is the *Amateur Dramatic Club* ('A.D.C.'), a well-known University institution. A little farther on we reach **Jesus College** (Pl. B 5), founded in 1497 by John Alcock, Bp. of Ely, on the site of the suppressed Nunnery of St. Radegund. Architecturally this is one of the most interesting

colleges in Cambridge, since it retains a good part of the old conventual buildings.

We enter by a fine tower gateway built by Alcock. From the first court (17–18th cent.), open on the W. side, an interesting door leads into the second court, the cloister of which (early 16th cent.) occupies the site of the cloister of the nunnery. The **Chapel* (open 11.30–12.30 and 2–4), on the S. side, represents the conventual church, though much reduced in size. It is an admirable piece of E.E., with traces of Norman (transepts) and with Perp. additions by Bp. Alcock (p. 540). It has been well restored. The stained glass is by Hardman, Madox Brown, Burne-Jones, and Morris. On the E. side are the *Hall* (Alcock) and the beautiful old entrance to the Chapter House (c. 1210). The *Library*, entered from the vestibule of the Hall, deserves a visit. The **Grounds* are extensive and attractive. — Among the Famous Members were Cranmer, Sterne, Coleridge, and Malthus.

Those who wish to curtail their walk may retrace their steps along Jesus Lane and follow Bridge St. (Pl. B, C 2, 3) to Magdalene College (Pl. A 2), where they rejoin our round.

Opposite the entrance to Jesus College are the *Clergy Training School* (Pl. C 4) and the church of *All Saints* (by Bodley, 1865). We turn to the left (E.) and soon reach *Butt's Green* (Pl. C 5), a part of *Midsummer Common*. We traverse this by Victoria Avenue to (½ m.) the river Cam, which we cross by the New Bridge near the *University Boat Houses*.

In the village of *Chesterton*, a little to the N.E., on the left bank of the river, now incorporated in the borough of Cambridge, is a singular square building of the 13–14th cent., believed to have been the residence of the rector, whose appointment was for 300 years in the hands of the Italian abbey of Vercelli.

From Butt's Green Maid's Causeway is continued to the E. by Sun St. and Newmarket Road to near (¾ m.) the scanty remains of *Barnwell Priory*, an Augustinian foundation of 1092, removed to this site in 1112. — *Stourbridge Chapel*, ½ m. farther E., is the little Norman chapel of a hospital for lepers (before 1199).

After crossing the river, we turn to the left and follow Chesterton Road to (fully ½ m.) the **Castle Hill** (Pl. A 2), an artificial mound, arbitrarily identified with *Camboritum* (p. 526). Here William the Conqueror built his castle (1068), never of much importance. Adjoining are the *Shire Hall* and the *County Gaol*, and close by are the churches of *St. Giles* (Pl. A 2; pre-Norman chancel arch, rebuilt) and *St. Peter* (Pl. A 1; Norman font).

Northampton Street leads W., passing on the left the entrance to the *School of Pythagoras* (Pl. B 1), probably a Norman manor-house (late 12th cent.). Farther W., at the corner of Madingley Road, are the red buildings of the **Westminster Presbyterian College** (Pl. A 1), a little to the N. of which is *Edmund House*, a Roman Catholic seminary. About ¾ m. W., along the Madingley Road, is the admirably equipped *University Observatory*.

Castle St. (Pl. A 1) is prolonged by Huntingdon Road, leading to (2 m.) **Girton College**, a college for women, founded at Hitchin in 1869 and transferred to Cambridge in 1873. It is now attended by 165 students. The buildings are by Waterhouse.

From the castle we proceed S. to visit **Magdalene College** (Pl. A 2; pron. 'Maudlen'), founded by Lord Audley in 1542 on the site of a hostel of Benedictine monks. It is the only college on the left bank of the Cam. Portions of the older college remain, but the buildings are on the whole uninteresting.

At the E. end of the second court is the *Pepysian Library (17th cent.), containing the collection of books bequeathed by Samuel Pepys

(d. 1703; open free on Tues. & Thurs., 11.30–1). The great treasure is the cypher MS. of the immortal 'Diary,' but there are many other highly valuable MSS. and incunabula. The books are kept on their orlginal shelves exactly as arranged by Pepys. The *Hall* has a picturesque double staircase (1714), and the *Chapel* retains its original timber roof (temp. Edward IV).

Famous Members: Abp. Cranmer, Abp. Grindal, Henry Dunster (first President of Harvard), Samuel Pepys, Chas. Kingsley, and Chas. Stewart Parnell.

We now recross the Cam and follow Bridge St., in which (l.) is *St. Clement's Church* (Pl. B 3), E.E. but much altered. On the same side, opposite the end of St. John's St., stands the highly interesting ***Church of the Holy Sepulchre** (Pl. C 3), the oldest of the four round churches in England (comp. pp. 8, 239, 544; open 10–4), the circular part probably dating from c. 1130. The chancel (largely rebuilt in 1841) is in the Perp. style.

Behind the Round Church is the buildlng of the **Cambridge Union Society** (comp. p. 318) containing a debating hall, reading rooms, and a large library.

In St. John's St. is (r.) the cntrance to ***St. John's College** (Pl. B, C 2), founded in 1511 by Lady Margaret Beaufort (see p. 533) and replacing the Hospital of St. John, which dated from the early 13th century.

St. John's College has three courts on the right bank of the Cam and one on the left. The First Court, entered by a fine *Gateway*, with a statue of St. John and the Tudor rose and portcullis, was completed in 1520 but has been largely rebuilt. On the N. slde is the large and handsome new *Chapel*, built by Sir G. G. Scott in an early-Dec. style (open 12–1 & 2–3; .services on Sun. at 10.30 & 6, on week-days at 6.30). The elaborate interior contains old and new monuments (e.g. memorial to Henry Kirke White, by *Chantrey*). Most of the stained glass is by Clayton & Bell. Between the first and sccond courts is the **Hall*, a fine panelled room with an open roof. Its many portraits include one of Wordsworth, by *Pickersgill*. — The *Second Court, an admirable example of Elizabethan brickwork (1598–1602), practically unchanged and of a lovely plum-colour, justifies Ruskin's praise of it as the most perfect in the University. On the N. side is the **Combination Room*, one of the finest panelled galleries in England (rich plaster ceiling; interesting portraits). Adjacent is the entrance to the garden of the *Master's Lodge*. — The Third Court was in building between 1624 and 1669. At its N.E. angle is the *Library*, picturesquely Jacobean in its fitting up and containing many valuable MSS. and early printed books, including a vellum copy of Cranmer's or the 'Great' Bible (1539). — From this court the so-called 'Bridge of Sighs' leads across the Cam to the Fourth or New Court (1827–31). — The beautiful **College Grounds* may be entered from either the third or fourth court.

Famous Members: Sir Thomas Wyatt, Roger Ascham, Robert Greene, Thos. Nashe, Lord Burghley, Ben Jonson (doubtful), Lord Strafford, Lord Falkland, Fairfax, Herrick, Stillingfleet, Matthew Prior, Bentley, J. F. W. Herschel, Chas. Churchill, Erasmus Darwin, Horne Tooke, William Wilberforce, Wordsworth (inscription in College Kitchen), Lord Palmerston, Henry Kirke White (p. 367), J. J. Sylvester, and many bishops and archbishops.

We continue to follow St. John's St., passing (l.) the *Selwyn Divinity School* and a memorial to *Henry Kirke White* (see above), to the stately *Great* or *King's Gateway* of ***Trinity College** (Pl. C 2), the largest college in the sister Universities (700 inmates). It was established in 1546 by Henry VIII, who incorporated several earlier foundations (going back to 1317), and consists of five courts in all. — Second and third year students at Trinity are still known

as 'Junior' and 'Senior Sophs,' i.e. 'Sophomores,' an old Cambridge term for such students that has been adopted in American universities. The undergraduates, like those at Caius (see below), wear blue gowns.

The Great Gateway bears statues of Henry VIII (E. face), James I, Queen Anne of Denmark, and Charles I (all on the inside). It leads into the picturesque GREAT COURT, in the centre of which is a fountain erected by Thomas Nevile, Master from 1593 to 1615. On the N. side stands the *Chapel* (open 11–12 & 2–3; services on Sun. at 10.30 & 3.30, on week-days at 5), a Tudor building (completed c. 1564), with a modern porch, 18th cent. fittings (good woodwork), and 19th cent. glass and decorations. The fine organ is by Father Smith (1708), greatly enlarged by Hill (19th cent.). In the ante-chapel are statues of *Newton (by Roubiliac), Bacon (by Weekes), Barrow (by Noble), Macaulay (by Woolner), Whewell (by Woolner), and Tennyson (by Thornycroft). To the W. of the chapel is *King Edward III's Tower*, re-erected on this site by Nevile. The **Hall* (W. side of court; 1608), 100 ft. in length, contains many interesting portraits, including one of the last Duke of Gloucester (at the age of six), by Gainsborough. To the S. of the hall is the enormous *Kitchen* (1605). The *Master's Lodge*, at the N.W. angle of the court, likewise contains some good portraits. — From the '*Screens*,' or passage between the hall and the kitchen, we enter NEVILE'S or CLOISTER COURT, a Jacobean work completed c. 1612. The *LIBRARY (W. side; 150,000 vols.), built by *Wren* in 1676–95, is of a singularly pleasing and appropriate design, seen to best advantage on the garden-front. The dignified and harmonious interior (190 ft. long; open 2–4) has few rivals among similar apartments in England. The bookcases are finely carved by Grinling Gibbons and are adjoined by busts of Newton, Bacon (both by Roubiliac), Tennyson (by Woolner), and other eminent members of the college. The *Statue of Lord Byron, at the S. end, by Thorwaldsen, was meant for Westminster Abbey but was refused admission. The curious stained-glass window above it is an example of a lost 18th cent. process. The glass-cases contain illuminated MSS., autograph writings of Milton, Thackeray, Tennyson, and Byron, relics of Sir Isaac Newton, and other objects of interest. — To the S. of Nevile's Court is the NEW or KING'S COURT, built by Wilkins in 1825, to the E. of which is the *Bishop's Hostel*, a separate building of 1670. From its W. side we enter the **College Grounds*, with their wonderful lime-trees, celebrated by Tennyson in 'In Memoriam.' The view from the bridge is charming. — On the E. side of Trinity St., opposite the King's Gateway, are the two small *Master's Courts*, built at the cost of Dr. Whewell about 1860.

FAMOUS MEMBERS (besides those already incidentally mentioned and about 50 bishops): Porson, Dryden, Cowley, Marvell (doubtful), Herbert, Giles Fletcher, Coke, Thirlwall, Abp. Trench, F. D. Maurice, Cayley, Clerk-Maxwell, F. Galton, Kinglake, Farrar, Arthur Hallam, and Thackeray. The last (like Henry Esmond) occupied the ground-floor rooms on the N. side of the King's Gateway, and Newton those on the first floor. Macaulay had the ground-floor rooms next the chapel. Byron is said to have 'kept' in Nevile's Court (on the first floor of the central staircase on the N. side, next the Library). Hallam had rooms in the New Court (first floor, central staircase, S. side), but his friend Tennyson did not live in college. Among celebrated Masters of Trinity were Abp. Whitgift, Bp. Pearson, Dr. Isaac Barrow, Richard Bentley, and William Whewell.

To the S. of Trinity College, on the other side of Trinity Lane, stands **Gonville and Caius College** (Pl. D 2, 3), usually known as Caius (pronounced 'Keys'), founded by Edmund Gonville in 1348 and refounded by Dr. Caius in 1557. It is pre-eminently the medical college of the University. The buildings have been much altered and enlarged.

We pass through a modern gateway occupying the site of the small *Gate of Humility* (now preserved in the Master's garden) into TREE COURT, the present buildings of which are by Waterhouse (1868–70). From this court the *Gate of Virtue* (W.) gives access to the CAIUS COURT, the exit from which, opposite the *Chapel*, is the *Gate of Honour*, leading

CAMBRIDGE
Scale of Yards
0 50 100 200 300
Scale of Metres
0 100 200 300
JESUS GREEN
JESUS CLOSE
CHRISTS PIECE
PARKERS PIECE
Castle Hill
Boat Ho.
Westminster Coll.
Magdalene College
Pepysian Library
Merton Arms
Pythagorus School
Jesus College
Masters Lodge
St. Johns College
Chapel
Cambridge Union Society
Holy Sepulchre Ch.
Clergy Training School
All Saints Ch.
Sidney Sussex College
Wesleyan Chu.
Bath
Trinity College
Old or Great Court
Hall
Neviles or Cloister Court
Kings or New Court
Library
Blue Boar Hotel
Gardens
Cains College
Trinity Hall
Geological Mus.
Senate Ho.
University Library
St Michaels Ch.
Holy Trinity Ch.
Bank
Christs College
Emmanuel College
Victoria Rooms
Livingstone Hotel
Post Office
Lion Hotel
Town Hall
Guildhall
Young Mens Christian Assoc.
Liberal Club
Clare College
Clare Hall Piece
RIVER CAM
Kings College
Fellows Buildings
Hall
Provosts Lodge
Kings Bridge
Lyceum Exchange
Masonic Hall
Norwich Union Assur.ce Co.
Pool
Queens College
St Catharines College
Corpus Christi College
Queens Green
Erasmus Walk
Queens Road
Neeonham Crtt.
The Yews
Springfield
Mill Pool
Cavendish Lab.
Natural History Museum
Medical School
Sedgwick Museum
Archaeological Museum
Botany Sch.
Phys. & Psych. Lab.
Sch. of Agriculture
Sch. of Forestry
Tennis Court
Old Court Hotel
New Theatre
University Arms Hotel
Bird Bolt Hotel
Pembroke College
Cong.l Ch.
Master of Peterhouse
Peterhouse
Fitzwilliam Museum
Fitzwilliam Hall
Addenbrookes Hosp.l
Downing College
Caius College Garden
R. Granta
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to Senate House Passage. To the N. of Caius Court is Gonville Court, refaced c. 1750. The *Hall*, with modern panelling, contains interesting portraits. In the *Chapel* (modernized), between Gonville Court and Caius Court, are quaint monuments to Dr. Caius and Dr. Perse. — On the other side of the street, beside St. Michael's Church, is the new St. Michael's Court.

Famous Members : Dr. Harvey (p. 14), Sir Thomas Gresham, Jeremy Taylor, Judge Jeffreys, Wharton, Thurlow, and J. Hookham Frere.

In Trinity St., opposite the Gate of Humility, stands the church of *St. Michael* (Pl. D 3), a Dec. edifice of the early 14th cent. (restored, but little altered).

The immediate environs of Cambridge are not especially attractive. *Trumpington* (2 m. S.) has an early-Dec. church (*Brass of 1289), but the mill of Chaucer's 'Reeve's Tale' no longer exists. *Grantchester* (2½ m. S.W., and ¾ m. from Trumpington), so affectionately and so whimsically sung by Rupert Brooke, is believed by some to be the real Grantebrycge (p. 526). 'Byron's Pool' here was named after Lord Byron (comp. p. 536). At *Madingley* (3½ m. N.W.), with a well-wooded park, is the picturesque Tudor mansion occupied by Edward VII while keeping his terms at Cambridge. Other points for walks are *Cherry Hinton* (3 m. S.E.), with a beautiful E.E. church; *Milton* (4 m. N.E.), the church of which has a Norman chancel-arch and 17th cent. altar-rails; and the *Gogmagog Hills* (p. 525), with the *Wandlebury Camp* (4 m. S.E.). — Longer excursions may easily be made to *Ely* (p. 538), *Newmarket* and *Bury St. Edmunds* (see below), etc.

From Cambridge to Newmarket and Bury St. Edmunds, 28 m., G.E.R. in 1–1½ hr. (5/4, 2/4). The line traverses a level district. — To the right is seen the church of *Cherry Hinton* (see above). 4 m. *Fulbourne*, with a church showing a curious intermixture of E.E., Dec., and Perp. (good brasses). In approaching Newmarket we cross an earthwork known as the *Devil's Dyke* (p. xviii) and see the famous racecourse (l.), which is the joint property of the Jockey Club and the Duke of Rutland. — 13¾ m. **Newmarket** (10,482 inhab.; *Rfmts.*; *Rutland Arms*, pens. from 12/6; *White Hart*; *Golden Lion*; prices raised during the races), the headquarters of English horse-racing, lies partly in Cambridgeshire and partly in Suffolk. The most important of the great races decided here are the 'Two Thousand Guineas' (spring), the 'Cesarewitch' (Oct.), and the 'Cambridgeshire' (Oct.). During the War the 'New Derby' and the 'New Oaks' also were run here. Special permission is necessary to visit any of the *Training Stables*, but the morning gallops on the Heath of the horses in training (many hundreds in number) may be frequently witnessed. Horse-racing here, begun under James I, has been more or less regular since the time of Charles I. Part of the old *Palace* in the High St., built by Charles II, still exists and is occupied by the Duke of Rutland, and the houses of 'Old Q' (Duke of Queensberry) and Nell Gwynne are pointed out. From Newmarket to *Ely*, see p. 541. — The church of *Little Saxham*, 1 m. S. of (24¾ m.) *Saxham & Risby*, has a round tower with Norman work.

28 m. **Bury St. Edmunds** (*Rfmts.*; *Angel*; *Suffolk*; *Dog & Partridge*), a small town (16,785 inhab.) on the *Lark*, corresponds closely with Carlyle's description of it ('Past & Present') as "a prosperous, brisk town beautifully diversifying, with its clear brick houses and ancient clean streets, . . . the general grassy face of Suffolk; looking out right pleasantly . . . towards the rising sun," and having on its E. edge, "long, black, and massive, a range of monastic ruins." It takes its name from the shrine of *St. Edmund*, last king of E. Anglia (d. about 870), which was long a famous resort of pilgrims. The monastery erected here in the 11th cent. became one of the noblest and wealthiest in England. The existing remains, within the Botanic Gardens (adm. 6*d.*), entered by the *Abbey Gateway* (Dec., between 1327 and 1377), include part of the *Abbot's Residence* (c. 1155), the octagonal '*Dove House*,' the *Abbot's Bridge* (13th cent.), and slight fragments of the *Church* (mostly in private gardens). A stone tablet on the exterior wall (seen to the right on entering the main gateway) gives a list of the barons, who, with Abp. Langton at their head, drew up in 1214 the 'Petition of the Barons,' the basis for the Magna Charta of the following year (p. 296). Near the gateway is the grave of Henry Cockton (1807–53), author of

'Valentine Vox,' and opposite is the *Angel Hotel*, where Sam Weller first encountered Job Trotter. *St. James's Church*, a fine Perp. edifice of c. 1436, is now the cathedral of the new bishopric of St. Edmundsbury and Ipswich. At the entrance to the churchyard is the **Norman Tower* an admirable example of early-Norman work, executed with the axe and not with the chisel (Parker). To the S. is *St. Mary's Church* (Perp.; 15th cent.), with a magnificent open roof, some Flemish glass, and the grave of Mary Tudor (1496–1533), sister of Henry VIII. *Moyses Hall* (now a museum), a Trans. Norman structure of the 12th cent., seems to have been a Jew's house (comp. p. 514). — From Bury visits may be paid to *Ickworth* (Marquis of Bristol; 18th cent.; 3 m. S.W.), with a park open to the public, *Hengrave Hall* (Tudor; 4 m. N.W.), *Hardwick House* (Jacobean; 1 m. S.), *Rushbrooke Hall* (moated Elizabethan; 3 m. S.E.), and *Bradfield Hall* (5 m. S.E.), the birthplace of Arthur Young (1741–1820; buried in the churchyard). — From Bury to *Haughley*, see p. 549; to *Mark's Tey*, see p. 544. *Barnham*, on the line to (12¾ m.) *Thetford* (p. 541), is the nearest station to *Honington* (5 m. S.E.; 7½ m. N.E. of Bury), the birthplace of Robert Bloomfield (1766–1823), author of 'The Farmer's Boy.'

From Cambridge to Mildenhall, 20¾ m., G.E.R. in ¾–1 hr. (3/11, 1/8½). — 4½ m. *Quy*, a name perhaps derived from 'Cow Way.' — 6 m. *Bottisham*. A private house near the station incorporates some relics of the Augustinian *Anglesey Priory*. The early-Dec. church, 2 m. S., has fine screens. — 8 m. *Swaffham Prior* has two churches in its churchyard (one disused). — 10 m. *Burwell* has a palimpsest brass (c. 1542) in its church. — 13½ m. *Fordham* (comp. p. 541). Attached to the N. porch of the church is the singular Chapel of St. Mary. — 16¾ m. *Isleham*. Isleham Fen was largely reclaimed by German prisoners in 1918–19. — 20¾ m. *Mildenhall* (3645 inhab.) has a 15th cent. market cross, a 17th cent. manor-house, and a beautiful church with hammer-beam roof.

From Cambridge to *Ely* and *Norwich*, see Rte. 69; to *Bletchley* and *Oxford*, see pp. 237, 321; to *Huntingdon* and *Kettering*, see pp. 387, 353.

69. FROM CAMBRIDGE TO ELY AND NORWICH.

68½ m. G.E.R. in 1¾–2¼ hrs. (12/9, 5/7½); to (14½ m.) *Ely* in ½–½ hr. (2/9, 1/3).

Motor Routes to Norwich. *A.* Viâ Newmarket, 61 m. 6½ m. *Bottisham*. — 6½ m. **Newmarket** (p. 537). — 8 m. *Barton Mills*. — 7 m. *Elveden*. — 4 m. *Thetford* (p. 541). — 8 m. *Larling*. — 6 m. *Attleborough* (p. 542). — 6 m. *Wymondham* (p. 542). — 9 m. Norwich (p. 549).

B. Viâ Ely, 77 m. See Motor Route B on p. 547.

Cambridge, see p. 526. As we quit the town, we have a view of the *Cam* to the left. As far as Brandon the line traverses the S.E. extremity of the great *Fen District* (p. 520). — About 1 m. N.W. of (5¾ m.) *Waterbeach* are the remains of *Denney Abbey* (12–14th cent.).

14½ m. **ELY** (*Rfmts.*; *Lamb*; *Bell*; *City Temperance*, pens. from 6/6), deriving its name ('eel island'), according to Bede, from the eels in the river, is a small city (7917 inhab.) situated on an eminence rising from the left (W.) bank of the *Ouse*.

The *Isle of Ely* proper is an area (7 m. by 4 m.) in the middle of Cambridgeshire, but the name is now applied to the whole N. of the shire. The history of the cathedral is the history of the place, though the Isle is associated also with the final struggle of Hereward the Wake, the 'Last of the English,' with the Norman invaders (1070–71).

To reach the (½ m.) cathedral we turn to the left on leaving the station and ascend a slight hill, passing (r.) the *Great*

Gateway (*Ely Porta*) of the old monastery and (l.) the red brick buildings of the *Theological College*.

***Ely Cathedral** (dedicated to the *Holy Trinity*), one of the longest and most varied churches in England, is a huge crueiform structure representing an architectural history of four centuries (dimensions, sec p. xlix). It was raised to cathedral rank in 1109. It is open from 9.30 to 6.30 (till 4 in winter); adm. to choir 6*d.*, to tower 6*d.* Services on week-days at 9.45 & 4, on Sun. at 8.15, 11, 4, & 6.30.

History. The first edifice was an abbey established by St. Etheldreda (or Audrey), Queen of Northumbria, who took refuge here in the home of her girlhood and became abbess in 673. The present structure was begun in 1083 by *Abbot Simeon*; the transepts and E. end were completed by 1106, the Norman nave seems to have been finished towards the end of the 12th cent., and the Galilee or W. porch was added by *Bp. Eustace* (1198–1214). *Bp. Northwold* (1229–54) lengthened the choir by six exquisite bays in the E.E. style. In 1322 the fall of the central tower wrecked the Norman choir and gave *Alan de Walsingham* (1322–28) the opportunity of erecting the lovely and original Dec. octagon and the three W. bays of the present choir. He designed also the Lady Chapel. The chantries at the E. end of the church belong to the Perp. period (1486–1533). The N.W. transept was probably never finished. The whole building was restored by Sir G. G. Scott (1847 et seq.).

Exterior. The most prominent part is the *West Front*, including the castellated *West Tower*, the *Galilee Porch*, and the S. arm of the *West Transept*. With the exception of the octagonal top and turrets (Dec.), the whole of the striking tower belongs to the Transition Norman period (1174–89). The lack of the N.W. transept, of course, robs the façade of its full measure of dignity. The unique *Central Octagon* is extraordinarily picturesque.

Interior. The E.E. **Galilee Porch* consists of two simply vaulted bays, with blind arcades. From the W. end of the church we obtain a most impressive vista of its full length, the architecture increasing in richness as the eye travels on to the stained glass of the E. end lancets. The interior of the *West Tower*, with its arcaded galleries, has a modern roof painted by H. L. Le Strange. The *S.W. Transept*, in the Norman Transition style, is adjoined by the semi-circular *Chapel of St. Catherine* (rebuilt).

The narrow *Nave of twelve bays, more or less contemporaneous with that of Peterborough, and probably completed towards the end of the 12th cent., is an imposing example of late-Norman work. The triforium arcade, as at Norwich, is very nearly equal in height to the main arcade, both in nave and transepts. Massive though the piers are, they are light in comparison with the earlier work of the transepts or of Durham and Gloucester. The old unadorned roof has been replaced by a ceiling of pentagonal section, painted by Le Strange and Gambier Parry (1845–65; comp. p. 259). The windows in the N. aisle are Perp. insertions, those in the S. aisle have been restored to their original Norman form. The stained glass is modern. In the S. aisle is the richly ornamented *Prior's Doorway*, and near it is the fragment of a *Saxon Cross* (Pl. 2), erected to Ovinus, principal 'house-

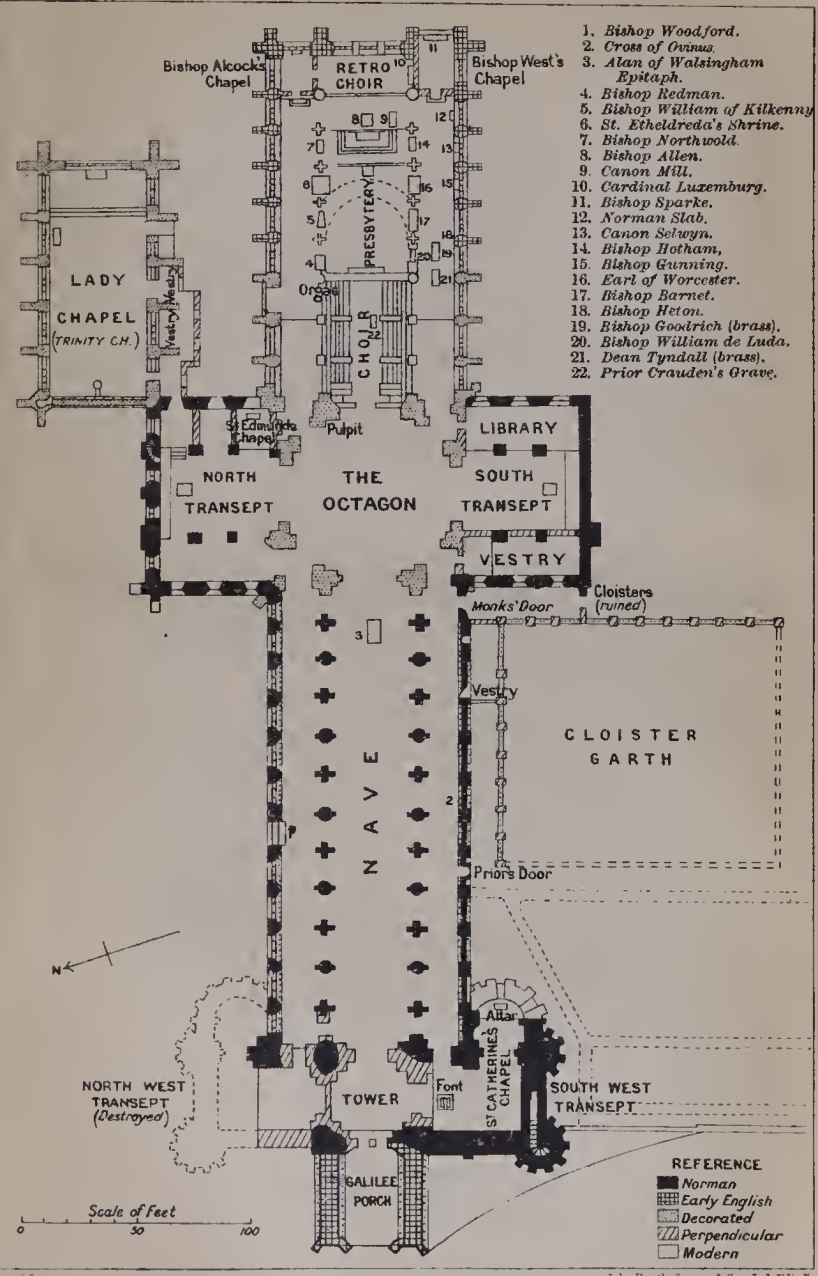
thegn ' of Etheldreda. The *S. Doorway*, at the E. end of the aisle, was the monks' entrance from the cloisters. Near the W. end of the nave lies Prior Alan de Walsingham (p. 539 ; Pl. 3), under a marble slab from which the brass has disappeared.

The lower parts of the GREAT TRANSEPTS, which have aisles on both sides, show the oldest work in the cathedral (1083–1107). In the E. aisle of the N. arm is the *Chapel of St. Edmund*. with a 14th cent. screen, a modern reredos of alabaster, and a half-obliterated fresco of St. Edmund's Martyrdom. The E. aisle of the S. transept is devoted to the *Chapter Library*.

The great **CENTRAL OCTAGON has been described as "perhaps the most beautiful and original design to be found in the whole range of Gothic architecture." Alan of Walsingham (comp. above), "alone of all the architects of Europe, conceived the idea of getting rid of the narrow, tall opening of the central tower, which though possessing exaggerated height, gave neither grace nor dignity to the principal feature. Accordingly, he took for his base the whole breadth of the church" (Fergusson). The octagon is formed by four larger and four smaller arches. The wooden lantern is set in such a manner as to have its angles opposite the faces of the stone octagon below. The roof forms "the only Gothic dome in existence." The details are admirable. The best general view is from the S.W. angle, near the door of the Vergers' Vestry. The glass is modern, the roof decoration by Gambier Parry.

The *CHOIR is separated from the Octagon by a modern oaken *Screen*. The division between the E.E. and Dec. portions is very sharply marked. The clerestory windows are triplets, set flush with the outer wall. The details of the three W. bays "are equal to anything in Europe for elegance and appropriateness" (Fergusson). The upper stalls date from the 14th cent., but the lower stalls, the reredos, the altar, and the stained glass are modern. The most interesting monuments (beginning in the S. aisle) are those of Bp. William de Luda (Louth ; 1290–98 ; Pl. 20), Bp. Barnet (1366–73 ; Pl. 17), John Tiptoft, Earl of Worcester (beheaded 1470 ; Pl. 16), Bp. Hotham (1316–37 ; Pl. 14), Bp. Northwold (1220–54 ; Pl. 7), Bp. William of Kilkenny (1255–56 ; Pl. 5), Bp. Redman (1501–05 ; Pl. 4), and Dean Cæsar (d. 1636). Between the tombs of Bps. Northwold and William of Kilkenny is the substructure of the *Shrine of St. Etheldreda* (d. 679 ; Pl. 6 ; translated hither in 1106), as renewed by Alan of Walsingham. At the E. end of the N. aisle is the *Chantry of Bp. Alcock* (d. 1500 ; comp. p. 533), and in the corresponding position to the S. is the *Chantry of Bp. West* (d. 1533), a graceful combination of the classic and mediæval styles. In the *Retro-Choir* is the monument of Card. de Luxembourg (d. 1443; Pl. 10), Abp. of Rouen and Bp. of Ely. Behind the altar-screen is the tomb of Bp. Allen (d. 1845 ; Pl. 8), with a slab of Alexandrine mosaic, made of materials intended for the tomb of Napoleon at Paris.

ELY CATHEDRAL



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To the N.E. of the N. transept, an unusual position, lies the *Lady Chapel, a fine Dec. structure (1321–49), now used as a parish church. It is elaborately decorated, but its hundreds of statuettes are all (save one) headless—a mutilation due to Lord Protector Somerset (1547).

The Cloisters are now represented mainly by the E. walk, forming the S. entrance to the nave. — The remains of the Conventual Buildings, to the S. of the cloisters, include the *Prior's Lodge* (with crypt) and the exquisite **Prior Crauden's Chapel* (Dec., 1321–41), which, like the Ely Porta (p. 539), is now used by the *King's School*, refounded in 1543 but claiming an uninterrupted descent from the monastic school at which Edward the Confessor (d. 1066) was a pupil. The chapel, the Norman dining-hall of the boys, and the 'Fair Hall' in the headmaster's house are usually shown on application. The *Deanery* seems to have been constructed from the old Guest Hall and retains some of its 13th cent. work. To the E. of the S. transepts are parts of the *Infirmary* (fine examples of Norman work). The *Bishop's Palace*, near the W. front of the cathedral, is mainly 18th cent., but retains wings built by Bp. Alcock (p. 540) and the Long Gallery built by Bp. Goodrich (d. 1554). The cathedral precincts (S. side) include the sloping lawns and woodlands of a pleasant *Park*.

The *Church of St. Mary*, a little to the W. of the palace, dates from 1215. The vicarage, adjoining the churchyard on the W., was a residence of Oliver Cromwell. — The course of the Cambridge trial eights is on the Cam near Ely, and is used by the University crew for practice in Lent term.

From Ely to King's Lynn, 26½ m., railway in 40–55 min. (5/, 2/2½). As the train leaves Ely, we see the cathedral on the left. From (16 m.) *Downham* or *Downham Market* (Crown; Castle) a short branch runs E. to *Stoke Ferry*, 3½ m. from *Methwold*, where tobacco has been successfully grown. — 20½ m. *Magdalen Road* is the junction of the line from March and Wisbech (see p. 564). *Wiggenhall St. Mary the Virgin*, 4 m. N.W., has a Dec. to Perp. church with a good eagle-lectern (1518) and pews. — 26½ m. *King's Lynn*, see p. 562.

From Ely to Newmarket, 13½ m., G.E.R. in ½ hr. — 5 m. *Soham* (4682 inhab.) was the seat of an abbey founded by St. Felix (d. 634), apostle of E. Anglia. The 12th cent. church has some Transitional work and a Perp. tower. — 8 m. *Fordham*, see p. 538. — 13½ m. *Newmarket*, see p. 537.

From Ely to *March* (Peterborough), *Lincoln*, and *Doncaster*, see Rte. 66. Another branch runs to *St. Ives* (p. 387; 17¾ m.) viâ (7½ m.) *Sutton*.

As we quit Ely we have a *View of the cathedral to the left. Beyond (21½ m.) *Shippea Hill* we enter *Suffolk* (p. 547) and approach the *Little Ouse*, which forms the boundary between that county and Norfolk. The line traverses the wide expanses of fir and heather familiar to readers of Borrow's 'Lavengro.' — 26½ m. *Lakenheath*. The village, 2½ m. S. of the station, has a good church (Norman and Dec.), containing a memorial tablet to Earl Kitchener (1850–1916), some of whose ancestors (17–18th cent.) lie in the churchyard. — We cross the Little Ouse and enter *Norfolk* (p. 547). 31 m. *Brandon* (Ram; Great Eastern; White Hart), with 2409 inhab., gives name to the Dukes of Hamilton and Brandon. The town is in Suffolk, the station in Norfolk. About 2½ m. N.E. are the ancient British flint-quarries known as *Grime's Graves*. — 38 m. **Thetford** (*Bell*, a quaint Elizabethan structure; *Anchor*), an ancient town (4778 inhab.) at the junction of the *Thet* and the Little Ouse, was formerly the seat of the kings and bishops of East Anglia and now possesses

a suffragan bishop. It contains the scanty remains of a *Cluniac Priory* (founded in 1104), of a priory of the *Canons of the Holy Sepulchre* (12th cent.), and of a *Dominican Friary* (1340; behind the Grammar School). The *Castle Hill*, a large artificial mound (80–100 ft. high, 1000 ft. round) at the E. end of the town, is the finest castle-mound in the country (p. xxxiv). Thomas Paine (1737–1809), author of 'The Age of Reason,' was a native of Thetford. A branch-line runs from Thetford S. to *Bury St. Edmunds* (see p. 538). — 42 m. *Roudham Junction.*

A line diverges hence to the N. for (9 m.) *Watton* and (18½ m.) *Swaffham* (George), a town with 7071 inhab. and a Perp. church with a double hammer-beam roof. Near Watton are the *Wayland Wood* (2 m. S.), said to be the scene of the 'Babes in the Wood,' and *Griston House* (2 m. S.E.), supposed to be the residence of their wicked uncle. At **Castle Acre** (*Ostrich*), 4½ m. N. of Swaffham, on the *Nar*, are the picturesque late-Norman ruins of an extensive Cluniac **Priory*, founded in 1078 (daily, 3*d.*). The chief feature is the beautiful W. front of the church, but there are also various claustral remains and a Perp. entrance-gateway. The *Castle*, the architectural remains of which are trifling, stood on enormous earthworks, probably of early Norman origin and perhaps the finest example of their class in England. To the E., enclosing part of the village, is the *Barbican*, to which some authorities assign a Roman origin. The *Parish Church*, between the castle and the priory, is mainly Perp., with E.E. portions. Most of the village houses are built of material from the priory or castle. The *Peddar's Road* (p. xvi), beginning probably at Colchester, is well seen here and may be traced N. to Holme-next-the-Sea (p. 563). From Swaffham lines run to *King's Lynn* (p. 562; 14½ m.) and to *Dereham* (see below; 12 m.).

52½ m. *Attleborough* (Royal; Station) has an interesting church (Norman and Perp.). — 58 m. **Wymondham** (*Rfmts.*; *King's Head*), a market-town (4794 inhab.), possesses one of the finest **Churches* in Norfolk, originally belonging to the priory (afterwards abbey) of SS. Mary and Alban, founded in 1107. In 1349 the nave (mainly Norman) and N. aisle (Perp.) were assigned for the use of the parishioners, who added the W. tower (140 ft.) about 1450. The original choir, of which only the scantiest fragments remain, was retained by the monks. The *Market Cross* is a timber building of 1616, now used as a public library. The grammar school occupies the old *Chapel of St. Thomas Becket* (Perp.). Robert Kett, the leader of the brief agrarian insurrection of 1549, was a tanner of Wymondham.

From Wymondham to Wells, 33 m., G.E. Railway in 1¼ hr. (5/6 2/4). — Just E. of (3¾ m.) *Kimberley* is *Kimberley House* (Earl of Kimberley; no adm.), a red-brick Queen Anne mansion. About 3½ m. W. is **Hingham** (1382 inhab.), with a 14th cent. church, containing a bust (1919) of Abraham Lincoln. Hingham was the home of Robert Lincoln (d. about 1540), generally accepted as the earliest known ancestor of Abraham Lincoln, but recent researches by Mr. Walter Rye suggest that the Lincolns moved hither from Hautbois (2¼ m. N.W. of Wroxham, p. 554) early in the 16th century. There was an Abraham Lincoln of Norwich (b. about 1685). — 11½ m. *Dereham* (Rfmts) is the station for **East Dereham** (*King's Arms*), the fine church of which (E.E. and Perp.) contains the tomb of William Cowper (1731–1800). The site of the poet's house, in the market-place, is occupied by the Cowper Memorial Church (Congregational). The Watts Naval School here is connected with Dr. Barnardo's Homes (comp. p. 99). George Borrow (1803–81) was born at *Dumpling Green*, 1½ m. S. of East Dereham. Branch-line to Swaffham, see above. — At (17¼ m.) *County School* a branch diverges on the right for Aylsham and Wroxham (see p. 554). — 24½ m. *Fakenham*, see

p. 562. — 28½ m. Walsingham is noted for the ruins of an Augustinian priory (open Wed., 10–5) which once possessed the famous and wealthy shrine of 'Our Lady of Walsingham,' visited down to the Reformation by pilgrims from all parts of Europe. In the parish church (St. Mary) is a fine Perp. font. The church of *Great Walsingham*, 1 m. N., has good poppy-head bench-ends. — 33 m. *Wells-next-the-Sea*, see p. 564.

Another branch runs S.E. from Wymondham to (6¾ m.) *Forncett* (p. 549).

68½ m. **Norwich** (Thorpe Station), see p. 549.

70. FROM LONDON TO COLCHESTER AND HARWICH.

71 m. G.E.R. from *Liverpool Street Station* in 2¼–3 hrs. (13/3, 5/11½); to (51¾ m.) *Colchester* in 1½–1¾ hrs. (9/9, 4/4½). This is the route of the boat trains in connection with the Continental services from Harwich to the Hook of Holland, Antwerp, and Eshjerg.

Motor Route, 73 m. To (52 m.) **Colchester**, see p. 547. — 9 m. *Manningtree* (p. 546). — 12 m. **Harwich** (p. 546).

Both road and railway run diagonally across **Essex**, a county described by Norden in 1594 as "fatte, fruteful, and full of profitable things" and still excelling in agriculture and horticulture. Except for the low lands on the Thames estuary and the E. coast, Essex is not flat, though nowhere hilly, and it includes some charming scenery of the rich, pastoral order. The royal forest that once covered the county is now reduced to *Epping Forest*, but it has left its traces in the free use of massive timberwork (towers, piers, etc.) that characterizes many Essex churches. A large part of the industrial East End of London falls within the county.

From London to (4 m.) *Stratford* (Rfmts.), see the *Blue Guide to London*. Beyond (7¼ m.) *Ilford* and (12½ m.) *Romford*, with its large breweries, the country becomes more interesting. 18 m. *Brentwood* (White Hart) stands on high ground with wooded environs. A plate on an oak-tree here records the bringing down of a zeppelin in 1916. — 20 m. *Shenfield & Hutton*. Shenfield church (St. Mary's) contains a remarkable oak arcade between the nave and N. aisle.

From Shenfield to Southminster, 25¼ m., G.E.R. in c. 1 hr. (3/4, 1/9). Near (4¼ m.) *Billericay* (Red Lion) a German zeppelin was brought down in 1916. 8¾ m. *Wickford* is the junction for Southend (see below); 13¾ m. *Woodham Ferrers*, the junction for Maldon (see p. 544). — 23 m. *Burnham-on-Crouch* (White Hart; Royal), on the estuary of the *Crouch*, is a centre for yachting, wildfowl shooting, and oyster breeding. — 25¼ m. *Southminster*, a clean and pretty village, has a large Perp. church, with vestiges of Norman work. *Bradwell*, 5 m. N.E., has a church with 14th cent. details. On the coast, 2 m. N.E., is the chapel of *St. Peter-at-the-Wall*, probably the actual structure erected here by St. Cedd in the 7th century.

From Shenfield to Southend, 21¾ m., G.E.R. in ½–¾ hr. (2/3, 1/5). To (8¾ m.) *Wickford*, see above. Thence the line runs viâ (12¾ m.) *Rayleigh*, with a good example of a Norman castle-mound (p. xxxiv); 18½ m. *Rochford* (King's Head), with a mansion once the property of the Boleyns and an interesting 15th cent. church; and (20½ m.) *Prittlewell*, with another fine 15th cent. church. — 21¼ m. **Southend-on-Sea** (*Rfmts.*; *Royal*; *Palace*; *Victoria*; *Grand Pier*; *Hope*; *Queen's*, *Westward Ho*, *West Cliff*, R. from 5/, L. 2/6, D. 4/, at Westcliff), a highly popular watering-place at the mouth of the Thames, with 62,713 inhab., is largely patronized by excursionists from London. Its more select W. part is known as *Westcliff*. — Southend is more directly reached from London by a line from Fenchurch St. Station (35½ m. in 1–1½ hr.; 4/4, 2/2) viâ *Barking*, *Upminster* (junction for Romford and Tilbury), *Pitsea*, *Benfleet* (near *Hadleigh Castle* and *Canvey Island*), and *Leigh-on-Sea*, a summer-resort. The railway goes on to (3½ m. from Southend) *Shoeburyness*, at which is an important School of Gunnery.

From Shenfield to Malnon, 22½ m., G.E.R. in c. 1¼ hr. (3/6, 1/6½). To (13¾ m.) *Woodham Ferrers*, see p. 543. 17¼ m. *Cold Norton*; 21 m. *West Maldon*. Laurence Washington, great-grandfather of George Washington, was rector of *Purleigh* (2 m. N. of Cold Norton) from 1632 till 1643. — 22½ m. **Maldon** (*King's Head*), a picturesque little port (6253 inhab.) on the *Blackwater*, has a fine church (All Saints) with a striking triangular E.E. tower, surmounted by a hexagonal spire (restored as a Washington Memorial with contributions from America). Maldon is famous for the defeat of Brihtnoth, ealderman of Essex, by the Northmen in 991, in a battle described in an extant Anglo-Saxon poem. About 1 m. W. are the remains of the Premonstratensian *Beeleigh Abbey* (1180), now a dwelling-house. Railway to *Witham*, see below.

29¾ m. **Chelmsford** (*Rfmts.*; *Saracen's Head*; *White Hart*), the county town of Essex (18,008 inhab.), became the see of a bishop in 1914. *St. Mary's*, now the *Cathedral*, was completed in 1424, but nearly the whole body of it collapsed in 1800 and had to be rebuilt. The chief features of the exterior are the beautiful flint-work S. porch and the massive tower with its flèche spire (1749). In the N. wall of the chancel is a curious double or 'fan' arch (early 15th cent.). The Mildmay monuments (1557–71) are interesting. Motor-omnibuses run to *Danbury* (5 m. E.; 14th cent. church, with three 13th cent. wooden effigies), to *Writtle* (2½ m. W.), and to *Great Waltham* (5 m. N.).

38¾ m. *Witham* (Rfmts.; White Hart; Spread Eagle, R. & B. 5/6, D. from 3/) is the junction of branch-lines to (5¾ m.) *Maldon* (see above) and to (6¼ m.) *Braintree* (p. 525). — From (42¼ m.) *Kelvedon* (Star & Fleece) the birthplace of the Rev. C. H. Spurgeon (1834–92), a light railway runs to (3½ m.) *Tiptree* (a jam-making village) and (10¼ m.) *Tollesbury* on the *Blackwater*, with oyster-beds. At *Little Coggeshall*, 2 m. N. of Kelvedon, are some relics of a Cistercian abbey (1140). — 47 m. *Mark's Tey* (Rfmts.).

From Mark's Tey to Haverhill, 22 m., G.E.R. in c. 1 hr. (3/9, 1/10). Carriages are changed at (3 m.) *Chappel*, junction for the Bury St. Edmunds line (see below). — About 2½ m. N. of (9 m.) *Halstead* (Railway; Bull) is *Little Maplestead*, with the latest and smallest of the four round churches of England (circular nave 29 ft. in diameter; comp. pp. 8, 239, 535). Of Norman foundation, the present Dec. structure is mainly of the early 14th century. — 12 m. *Sible* is the station also for *Hedingham Castle*, with its massive Norman keep (c. 1100), injured by fire in 1918 (temporarily closed). The church of *Gestingthorpe*, 4 m. N.E. of Sible station, contains a tablet to Capt. Oates (d. 1912), the gallant Antarctic voyager, whose ancestral home (*Over Hall*) is close by. — 22 m. *Haverhill* is a straggling town with 4748 inhab. (comp. p. 525). About 3½ m. S.E. is **Moyns Park*, an unusually fine example of late-Tudor domestic architecture (c. 1580; no adm.).

From Mark's Tey to Bury St. Enmunns, 31½ m., G.E.R. in 70–80 min. (6/, 2/6½). — 3 m. *Chappel* (see above). — 11¾ m. **Sudbury** (7141 inhab.; *Rose & Crown*; *Four Swans*) has the three striking Perp. churches of *St. Gregory*, *All Saints*, and *St. Peter*, and some half-timbered houses (e.g. the Moat Hall). On Market Hill is a statue, by B. Mackennal (1913), of Thomas Gainsborough (1727–88), who was born here. Sudbury is generally considered to be the original of 'Eatanswill' in the 'Pickwick Papers.' — 14¾ m. *Long Melford* (2878 inhab.) is the junction of a branch to Haverhill, Shelford, and Cambridge (see p. 525). Its late-Perp. *Church contains monuments of the Cloptons and has a detached Lady Chapel. — 20 m. *Lavenham* has a noble Perp. church with a Dec. chancel (fine tower and bells), and a timber-framed Guildhall (16th cent.). — 31½ m. *Bury St. Edmunds*, see p. 537.

51¾ m. **COLCHESTER** (*Rfmts.*; *The Cups*; *Red Lion*; *George*), an ancient and interesting site and an important garrison town as well as an agricultural centre, lies on the *Colne*. With 43,452 inhab., it is the largest town of Essex (outside the London area), and gives title to a suffragan bishop. It has long been famous for its oysters, and the ancient oyster-fisheries on the Colne are still carried on. Colchester nurseries (roses) are noted.

It is generally admitted that Colchester is the spot to which Cunobelin (or Cymbeline), the able ruler of the Trinobantes, moved his capital from Verulamium (St. Albans) c. 40 A.D. The Emp. Claudius captured it in 44 A.D. and established the *Colonia Camulodunum*, the first Roman colony in Britain. In 62 A.D. this was stormed by Boadicea, Queen of the Iceni. The walls of Colchester were probably begun in the time of Vespasian, though afterwards strengthened and extended. The Anglo-Saxon name for the town was *Colneceaster*. Its mediæval woollen industry was greatly stimulated by an influx of Flemish and Dutch refugees in 1570. In the Civil War the town stood out for the Royalists and was captured by Fairfax after a siege of nearly three months.

From the *North* or *Main Line Railway Station*, 1 m. from the centre of the town (tramway), North Station Road leads to (½ m.) the *Cattle Market*. Thence, either to the right or to the left, we reach the ***City Walls**, which still form a rectangle nearly 2 m. in extent, though much of the S. side is masked by repairs or buildings.

The wall seems to have been over 20 ft. high, and some parts are still over 10 ft. The W. section includes the ruined *Balkerne Gate* (comp. p. 517; called also 'King Cole's Castle') and a small postern (probably mediæval) near St. Mary's. The N. section runs eastward across the Castle Park (see below). The E. section is less complete than either of those.

The High Street, the main street, runs W. and E., but begins at a little distance from the wall. To the left is the *Town Hall* (1898–1902). A lane, opposite the church of *St. Nicholas* on the right, farther on, leads to the **Castle**, a Norman building constructed in part of Roman materials.

The massive keep (164 ft. by 126 ft.), with walls 12 ft. thick, is double the size of the White Tower at London. Part of it is occupied as a *Public Museum* (open free, 10 to 4 or 5), notable for an exceptionally fine collection of late Celtic and *Roman Antiquities. The *Public Park* in which the castle stands includes a section of the Roman wall and affords a pleasant view of the Colne valley. An obelisk on the N. side of the castle marks the spot where Lucas and Lisle, the Royalist defenders of the town (see above), were shot by Fairfax in 1648.

Returning to High St. and following either Wyre St. or Queen St., we reach (just outside the line of the town-wall) the ruins of the church of *St. Botolph's Priory*, an Augustinian foundation of c. 1095, built wholly of Roman brick. The W. front has three portals, the fine one in the centre receding in five orders. Part of the nave arcade also remains. Close by is *St. Botolph's Station*, connected with the main station by a loop-line. — On an eminence a little W. of this point, on St. John's Green, is *St. John's Abbey Gateway* (Perp., c. 1415), the stately relic of a Benedictine foundation of about the same date as St. Botolph's (appearance of age removed by restoration). — We may now regain the centre of the town, crossing the line of wall by the *Schere Gate Steps*. To the right is *Holy Trinity Church* (Trinity St.), with a Saxon tower

built of Roman brick. In West Stockwell St., N. of High St., are the Dec. church of *St. Martin* and a house once occupied by Ann and Jane Taylor (d. 1824 and 1866). Here, too, is the *Public Library*, with a collection of mediæval books.

About 2 m. W. (tramway) is *Lexden*, possibly the site of Cymbeline's capital (p. 545). The earthworks here effectually bottle up the peninsula between the Colne and the small stream still known as the *Roman River*. About 1 m. farther W. is *King Cole's Kitchen*, possibly a Roman amphitheatre, or perhaps merely a gravel-pit. — About 6 m. S.W. (3 m. from Tiptree, p. 544) is the manorial *Layer Marney Hall* (c. 1525; no adm.), the entrance tower of which is interesting as "an example of the introduction of Renaissance ornament in the structure of an otherwise Gothic building" (probably due to Italian craftsmen). — For the Constable Country, see below.

From Colchester to Walton-on-the-Naze, 19¾ m., railway in ¾ hr. (3/6, 1/8). — 5½ m. *Wivenhoe* is the junction of a short line to (5 m.) *Brightlingsea* ('Bricklesey'), both places being oyster-fishing and yacht-building centres. Opposite Brightlingsea, between the estuaries of the *Colne* and *Blackwater*, is the island of *Mersea*, the scene of Baring Gould's 'Mehalah.' — 14½ m. *Thorpe-le-Soken* (Rfmts.) is the junction of a line to (4¾ m.) **Clacton-on Sea** (*Rfmts.*; *Grand*; *Royal*; *The Towers*, a private hotel at Southcliff, pens. from 45/; *Warwick Castle*; *Brunswick*), one of the most popular seaside resorts (9777 inhab.) in Essex, with a Norman church, good sands, a pier (2*d.*), an entertainment pavilion, and a golf-course. About 4½ m. W. are the picturesque 16th cent. remains of *St. Osyth's Priory*. — 18½ m. *Frinton-on-Sea* (Grand; Queen's; Esplanade; Beach House, private), a favourite little bathing and golfing resort. — 19¾ m. **Walton-on-the-Naze** (*Marine*, pens. from 12/6; *Clifton*), another seaside resort (2172 inhab.), lies near the headland called the *Naze*, a favourite hunting-ground for fossil-seekers.

59½ m. **Manningtree** (*Rfmts.*; *White Hart*), on the estuary of the *Stour*, is an important railway junction as the converging point for the Harwich boat-trains from London, the Midlands, and N. England.

Manningtree is the starting-point for a visit to the Constable Country, the pleasaut pastoral and wooded region watered by the winding Stour. John Constable (1776–1837), the painter, was born at *East Bergholt*, in Suffolk (house no longer extant), 3 m. N.W. of Manningtree, and he has immortalized the whole district in his paintings. "I associate," he writes, "my careless boyhood with all that lies on the bank of the Stour; those scenes made me a painter." Among his favourite subjects were *Dedham* church-tower, 1½ m. S.W. of East Bergholt; *Flatford Mill*, 1½ m. W. of Dedham; and the water-mills of *Stratford St. Mary*, ½ m. N. of Flatford Mill. According to local legend, the church of East Bergholt was deprived of its steeple by the devil, and so its bells are hung in a kind of wooden cage in the churchyard.

The Norwich trains (Rte. 71) proceed to the N., while the Harwich trains run to the E., skirting the estuary of the *Stour* (l.). — At (69 m.) *Parkeston Quay* (Rfmts.; Great Eastern Hotel) passengers alight for the steamers to the Hook of Holland, Antwerp, etc. (comp. pp. liv, lv). — 70 m. *Dovercourt Bay* (Alexandra; Cliff), the prettily situated S. suburb of Harwich, is frequented by sea-bathers. In July, 1919, the body of Capt. Fryatt, master of the s.s. 'Brussels,' shot by the Germans in July, 1916, was brought from Bruges for burial at Dovercourt, his home.

71 m. **Harwich** (*Great Eastern Hotel*; *Pier*; *Three Cups*, *Royal*, in the town) is an old-fashioned seaport (13,622 inhab.) on the broad estuary of the Stour and the *Orwell*. With a good anchorage and harbour, it is the most important naval base on the E. coast of England, especially for sub-

marines and destroyers; flotillas, operating from here, did splendid service during the War. Nelson put up at the quaint *Three Cups Hotel* on various visits to Harwich.

Small steamers ply across Harwich Harbour to *Felixstowe Pier* (2 m. from Felixstowe, p. 549), near which was the large Felixstowe Air Station, for anti-submarine seaplanes. Other steamers make the charming trip up the Orwell to (1 hr.; 1/) *Ipswich* (p. 548). *Broke Hall*, on the left bank of the Orwell, was the home of Admiral Sir Philip Broke (1776–1841), commander of the 'Shannon' in her memorable encounter with the 'Chesapeake' (1813).

71. FROM LONDON TO NORWICH AND CROMER.

138 m. G.E.R. from *Liverpool Street Station* in 3–3½ hrs. (22/8, 10/6); to (69 m.) *Ipswich* in 1½–3 hrs. (13/, 5/9½); to (114 m.) *Norwich* in 2½–4½ hrs. (20/6, 9/5½). — Norwich may be reached from Liverpool St. also viâ Cambridge and Ely (Rtes. 68, 69), and Norwich and Cromer also by a longer route from King's Cross Station viâ Peterborough, King's Lynn, and Melton Constable (pp. 385–388, 564, 562).

Motor Routes. *A.* Viâ Ipswich, 134½ m. We leave London by Mile End Road (Pl. R 68, 72), Bow Road (Pl. R 75, 79), *Stratford* (p. 543), and *Ilford* (p. 543). — 12½ m. *Romford* (p. 543). — 6 m. *Brentwood* (p. 543). — 11 m. **Chelmsford** (p. 544). — 9 m. *Witham* (p. 544). — 3½ m. *Kelvedon* (p. 544). — 5 m. *Mark's Tey* (p. 544). — 5 m. **Colchester** (p. 545). — 7 m. *Stratford St. Mary* (p. 546). — 11 m. **Ipswich** (p. 548). — 4 m. *Claydon*. — 6 m. *Earl Stonham* (p. 549). — 5½ m. *Thwaite*. — 7½ m. *Scole*. — 2½ m. *Dickleburgh*. — 7 m. *Long Stratton* (p. 549). — 10 m. **Norwich** (p. 549). — 4 m. *Horsham St. Faith*. — 8 m. *Aylsham* (p. 561). — 10 m. **Cromer** (p. 554).

B. Viâ Cambridge and Ely, 158 m. To (38 m.) *Baldock*, see p. 385. — 8 m. *Royston* (p. 386). — 13 m. **Cambridge** (p. 526). — 4½ m. *Waterbeach* (W. end; p. 538). — 6½ m. *Stretham*. — 5 m. **Ely** (p. 538). — 5 m. *Littleport*. — 10 m. *Hilgay*. — 3½ m. *Downham Market* (p. 541). — 14½ m. **Swaffham** (p. 542). — 12 m. *East Dereham* (p. 542). — 16 m. **Norwich**, and thence as above. [The direct road from Cambridge to Norwich is viâ Newmarket (see p. 538).]

Norfolk and **Suffolk**, the latter the easternmost county of England, together form East Anglia, and, usually with the addition of Essex, are known as the Eastern Counties. East Anglia, the most Teutonic district of England and early famous in history as the country of the Iceni and of Boadicea, their warrior-queen, is rich in fine churches, the characteristic features of which are their use of flush-work (i.e. a combination of flint and stone), their round towers (most numerous in Norfolk), and their elaborate and magnificent timber roofs and other woodwork. Norfolk, with the major portion of *Broadland* (Rte. 73) and a long coast-line studded with summer-resorts, is more varied in scenery than Suffolk; but both counties are noted for the peaceful beauty of their inland landscapes, reflected in the paintings of Constable, Gainsborough, and the Norwich School. Agriculture is the chief industry in both, but the herring fishing of Yarmouth and Lowestoft, the poultry farms of Norfolk, and the manufacture of agricultural machinery in Suffolk may be noted. Norfolk has been described as the sportsman's paradise, being the best-preserved county in England. In Suffolk is Newmarket, the headquarters of horse-racing.

From London to (59½ m.) *Manningtree*, see Rte. 70. Our line crosses the *Stour* and proceeds to the N. through *Suffolk* (see above). 63 m. *Bentley* is the junction of a short branch-line (7¼ m.) to *Hadleigh*, one of the old centres of the Suffolk woollen trade, with a large church (late 14th cent.), a fine gateway known as the Deanery or Rectory Tower, and several quaint old houses.

The villages of *Kersey* and *Lindsey* (2 and 3½ m. N.W. of Hadleigh) are supposed to have given name to the fabrics known as kersey and linsey-woolsey. The former has an interesting 14th cent. church. — The church of *Boxford*, 4 m. S.W. of Hadleigh, has a late-Dec. wooden porch, that of *Stoke-by-Nayland* (3 m. S.E. of Boxford) has a fine Perp. tower (120 ft.) rising in four stages.

69 m. **IPSWICH** (*Rfmts.*; *Great White Horse*, see below; *Crown & Anchor*; *Golden Lion*; *Grand*, R. from 3/, pens. 12/6; *Barlow's*, temperance), the county town (73,932 inhab.) of Suffolk, lies at the head of the salt-water estuary of the *Orwell* and takes its name (Saxon *Gyppeswyk*) from the *Gipping*, as the upper course of that river is named. It has a harbour and is an important farming centre, with manufactures of agricultural machinery. Cardinal Wolsey (1475 ?–1530), the son of a butcher, was born at Ipswich.

From the railway station a tramway (2*d.*) runs along Princes St. and King St. to (¾ m.) CORNHILL, a central square containing the *Corn Exchange*, the *Post Office*, and the *Town Hall*. Running E. from Cornhill is Tavern St., with the old *White Horse Hotel* (leaden sign), in which occurred Mr. Pickwick's remarkable adventure with the lady in yellow curl-papers. From Tavern St. Tower St. leads N., passing the rebuilt church of *St. Mary-at-Tower*, with its picturesque tower and spire (176 ft.; Perp. arcade inside; old pulpit and brasses). A little E. (r.) of the end of this street is the Dec. and Perp. church of *St. Margaret*, with a double hammer-beam roof and a 15th cent. clerestory. — In High St., ½ m. W., is the *Museum & Art Gallery*, with interesting local collections. — In the *Butter Market*, to the S. of Tavern St., is **Sparrowe's* or the *Ancient House* (1567), with its pargetted façade, an excellent and well-preserved specimen of Charles II ornamentation. It is occupied by a bookseller, and visitors are freely admitted.—Several interesting old houses remain in *Fore Street* (good panelled rooms in No. 99), which is reached from the E. end of the Butter Market viâ Upper Brook St., Tacket St., and Orwell Place. The *Salvation Army Headquarters* in Tacket St. occupy the site of the theatre where David Garrick made his début as an actor proper in 1741, under the name of Lyddal and in the character of Aboan (in Southerne's 'Oroonoko'). In St. Clement's Lane, off Fore St., Sam Weller saw Job Trotter coming out of the green garden-gate. *St. Clement's Church* is mainly Perpendicular. — To the W. of Fore St., in Key St., is the Perp. church of *St. Mary-at-Key*, with a fine brass of 1525. In College St., continuing Key St. towards the W., stands *Wolsey's Gateway*, the sole and unimportant relic of a college of secular canons built by Cardinal Wolsey in 1536, one of "those twins of learning, Ipswich and Oxford," that "fell with him, Unwilling to outlive the good that did it" (Henry VIII, iv. 2). *St. Peter's Church*, close by, contains a square font of Belgian black marble (c. 1100; comp. p. 515).

Motor-cars run from Ipswich to (10 m.) *Shotley*, with a strong battery commanding the entrance to Harwich harbour (p. 546).

From Ipswich a branch-line runs viâ (3½ m.) *Westerfield* (p. 555) to (15¾ m.) **Felixstowe** (*Rfmts.* ; *Felix* ; *Bath*; *Orwell* ; *Cliff*, a Y.M.C.A. 'holiday camp' ; *Fludyer's*), a pleasant and fashionable seaside resort (8666 inhab.), situated on a cliff between the Orwell and the *Deben*. It has a promenade pier (adm. 1*d*.), golf-links, and other attractions. Most of the trains run on to (1½ m.) *Felixstowe Beach* and (2½ m.) *Felixstowe Pier* (Pier Hotel; for the steamers to Harwich and Ipswich, p. 547). Felixstowe Air Station, see p. 547. — From Ipswich to *Yarmouth*, see Rte. 72 ; to *Harwich* by steamer, see p. 547.

Between Ipswich and Norwich the railway traverses a district unusually rich in fine churches. — 77¼ m. *Needham Market* has a Perp. church showing a remarkable combination of hammer-beam roof and wooden clerestory.

Visits may be paid hence to the churches of *Barking* (2 m. S.W. ; screen-work and font), *Coddenham* (3 m. E. ; 'flint-work' clerestory), *Earl Stonham* (3 m. N.E. ; late Perp. hammer-beam roofs), and *Stonham Aspall* (2 m. farther E.). — From Stowmarket (see below) we may visit the churches at *Combs* (1½ m. S.), *Shelland* (3½ m. N.W. ; one of the few dedicated to Charles I), and *Rattlesden* (5 m. W.).

80¾ m. *Stowmarket* (King's Head, R. 3/6) trades in barley and manufactures gun-cotton. The church has a wooden spire (120 ft.) rising from a square flint tower. A mulberry-tree in the garden of the old vicarage is said to have been planted by Milton when visiting his tutor Thomas Young (d. 1655). — 83 m. *Haughley* is the junction of a branch to (12 m.) *Bury St. Edmunds* (p. 537) and of a light railway to (19 m.) *Laxfield*.

Mendlesham (4½ m.) and *Wetheringsett* (6 m.), on the Laxfield line, both have interesting churches. The parents of Earl Kitchener (d. 1916) were married at (8½ m.) *Aspall* (memorial in the church).

Near (86½ m.) *Finningham* are the churches of *Cotton* (1 m. S.E.) and *Bacton* (1 m. S.W.), with fine roofs. — From (91½ m.) *Mellis* a branch runs to (3 m.) *Eye*, which has a Perp. church with a richly painted rood-screen and the scanty remains of a Norman castle. In the church of *Yaxley*, 2 m. E. of Mellis, is a curious 'sexton's wheel' (one of the only two in England, comp. below), supposed to have some connection with penance. We now cross the *Waveney* (p. 559) and enter *Norfolk* (p. 547). At (95 m.) *Diss* (3769 inhab.) are a Dec. and Perp. church and the pretty pool known as *Diss Mere*. From (100½ m.) *Tivetshall* a branch-line runs to Bungay and Beccles (see p. 556).

About 2½ m. E. of (104 m.) *Forncett* (junction of a branch to Wymondham, see p. 543) is the round-towered church of St. Mary at *Long Stratton*, rebuilt c. 1330 and containing a 'sexton's wheel' (comp. above). In the Perp. church of *Swardeston*, 1½ m. N.W. of (109¾ m.) *Swainsthorpe*, is a memorial to Edith Cavell, a native of the place (see p. 552). Farther on we see (r.) Caister St. Edmund (p. 553) and the river Yare (p. 559).

114 m. **NORWICH** (121,478 inhab.), the capital of Norfolk, famous for its beautiful Norman cathedral, contains many other churches and buildings of interest. The plan of the ancient city is extremely irregular, and it possesses neither a main street nor a central square. It is situated on the *Wensum*, close to its confluence with the Yare.

Railway Stations. *Thorpe* (Pl. D 7; Rfmts.), for G.E.R. trains; *City Station* (Pl. A 3; Rfmts.), to the N., the terminus of the Midland and G.N. Joint Railway (1¼ m. from the other station).

Hotels. Main's Head (Pl. B 5), Wensum St; Royal (Pl. C 5), Bank Plain; Bell (Pl. D 4, 5), Orford Hill, R. from 3/6, pens. 10/6; Castle (Pl. C, D 5), Castle Meadow; Livingstone (Pl. D 4), temperance, Orford Hill; Waterloo (Pl. C 6), Prince of Wales Road, temperance.

Post Office (Pl. C 5, 6), Prince of Wales Road.

Cab 1/ per mile, 6*d.* for each addit. ½ m. — Electric Tramways traverse the chief streets and radiate to the suburbs. — Steamers to *Yarmouth* in summer (see p. 558).

Theatre Royal (Pl. D 3, 4), Theatre St.; *Hippodrome* (Pl. C 3 4; varieties), St. Giles St. — The 'Norwich Players' give Shakespearean and other classical plays in the Old Musick House (p. 553).

History. There is no evidence that Norwich was a place of any importance before the Anglo-Saxon period (comp. Caister St. Edmund, p. 553), and its history as a royal borough begins in the first half of the 10th century. In 1004 it was destroyed by Sweyn of Denmark, but at the time of the Conquest it was one of the largest boroughs in the kingdom. In 1094 it became a bishop's see (comp. p. 551). An influx of Flemish weavers, beginning c. 1336, brought great prosperity to the city, which became the centre of the worsted trade. In 1549 it witnessed the insurrection led by Robert Kett (p. 542).

Norwich is still noted for its crapes and other textile fabrics, but its chief manufactures now are boots and shoes, mustard and starch (Colman's Works), ornamental ironware, and beer. Its nursery gardens are extensive, and the rearing of canaries is a characteristic minor industry. — The 'Norwich Mercury' (1714) is said to be the oldest English newspaper still appearing under its original name. — Among eminent natives, besides those mentioned below, are Harriet and James Martineau (1802–76 & 1805–1900), Elizabeth Fry (1780–1845), and Mrs. Opie (1769–1853). The leading members of the 'Norwich School' of landscape painters (early 19th cent.) were Crome, Cotman, Stark, and Vincent.

From *Thorpe Station* (Pl. D 7; see above) Prince of Wales Road (tramway) leads N.W. to (½ m.) the **Castle** (Pl. C 5; chief entrance on the S. side), a huge Norman keep on a lofty mound, erected c. 1140 by Hugh Bigod, Earl of Norfolk, but so thoroughly refaced in 1834–39 as to present a modern and rather uninteresting appearance. It served as the county prison for over five centuries, but since 1894 it has accommodated the Norfolk Museum (open 10–4 or 5, on Sun. 2.30–4 or 5; adm. free, on Tues. & Fri. 3*d.*; to battlements and dungeons 6*d.*).

The collections of local antiquities, fossils, and natural history are unusually extensive and valuable. The pictures include good examples of Crome, Cotman, Stannard, Stark, Vincent, and other East Anglian masters. — The battlements command a striking view.

About ¼ m. N. of the Castle, in St. Andrew's Plain, is St. Andrew's Hall (Pl. B 4, 5), originally the nave of a Dominican church of c. 1460. The Norwich Triennial Musical Festivals are held here (last in Oct., 1911).

The Hall, with its fine late-Perp. and Dec. windows, is hung with portraits of Norfolk men by Beechey (Nelson), Gainsborough, Hoppner (William Windham), Opie, Herkomer (J. J. Colman), and other masters.

***Norwich Cathedral** (Pl. B 6; *Holy Trinity*) is a fine, mainly Norman structure, with a soaring spire. Dimensions, see p. xlix. Services on week-days at 9.30 & 5 (Sat. 3), on Sun. at 8, 11, 3.30, & 7.15. The nave is open free, but 6*d.* is charged for admission to the choir, transepts, and cloisters. We enter the precincts from Tombland (Pl. B 5, 6), either

by the *Erpingham Gate* (c. 1420) or by the *St. Ethelbert Gate* (c. 1275 ; parapet modern).

History. The see of E. Anglia was originally established at Dunwich (p. 556) c. 630 by Felix of Burgundy, and it was not till 1094 that it was permanently fixed at Norwich. Bp. Herbert de Losinga (d. 1119), who removed the see from Thetford (p. 541), laid the foundations of Norwich Cathedral in 1096 and lived to complete the choir, transepts, E. end of nave, and lower stage of the tower. Bp. Eborard, his successor, finished the long nave (c. 1145). After a fire in 1172 the church was restored and completed by Bp. John of Oxford (1175–1200). The original apsidal Chapel of the Saviour was replaced c. 1250 by an E.E. Lady Chapel (see p. 552). The clerestory of the choir was rebuilt in the Dec. style by Bp. Percy (1356–69), who erected also the present spire. The Bauchon Chapel belongs likewise to the Dec. period. Bp. Alnwick (1426–36) altered the W. front and completed the cloisters (begun 130 years earlier.) The stone vaulting of the nave and choir are 15th cent. work. The cathedral which suffered considerably at the hands of the Puritans, was repaired after the Restoration, but no structural alterations of importance have since taken place. — The 800th anniversary of Bishop Losinga's death was celebrated here on July 22nd, 1919, as 'Founder's Day.'

Exterior. The most striking features are the apsidal E. end, the façade of the N. transept, the Norman arcading on the E. wall of the S. transept, and the Norman *Tower*, surmounted by a later spire (313 ft.), excelled in height by that of Salisbury alone. The large Perp. window in the *West Front* is flanked by Norman turrets.

Interior. In plan and structure the cathedral is still practically identical with Losinga's building. The general view of the finely proportioned church from the W. door is interrupted by the organ-screen, but the eye is at once arrested by the majesty of the continuous lierne-vaulted roof of the 15th cent. (elaborate bosses). The NAVE consists of 14 bays, supported by massive Norman columns. The arches of the *Triforium* are nearly as large as those of the main arcade (comp. p. 539). The *Clerestory*, set back within a wall-passage, has Norman lights. The circular opening in the central part of the roof is supposed to have been used for letting down a thurible or censer. The AISLES also are Norman. Two bays of the S. aisle (behind the pulpit) were converted into a Perp. chantry by *Bishop Nykke* or *Nix* (d. 1535). The *Monks' Door* and the *Prior's Door* lead from the S. aisle to the cloisters (p. 552). — The lower part of the *Organ Screen* is of the 15th cent., the heavy upper part is modern (1833). The piscina on the N. side marks the site of the Chapel of St. William of Norwich (Pl. 19), a boy said to have been crucified by the Jews in the 12th cent. (comp. p. 515). The two easternmost bays of the nave are included in the ritual choir (see below) and contain the fine 15th cent. *Stalls*, with their curious misericords. The lower stage of the CENTRAL TOWER is Losinga's work, the upper stories are Norman of later date. — The TRANSEPTS resemble the nave. Off the N. arm is an apsidal chapel (Pl. 18), but the corresponding S. chapel has vanished. The monument to Bp. Bathurst (d. 1837 ; Pl. 5), in the S. transept, is by *Chantrey*.

The *CHOIR, beginning W. of the central tower, terminates on the E. in a semicircular apse, with ambulatory and radiat-

ing chapels, a French arrangement very unusual in English churches. The pulpit is a memorial to Dean Goulburn (1818–97). The *Presbytery*, to the E. of the central tower, has been considerably altered, though the Norman ground-plan remains unchanged. The beautiful clerestory was re-erected after 1362 in a style transitional between Dec. and Perp. ; the stone vaulting was added between 1472 and 1499 ; and early in the following century the main arches were changed from Norman to Perpendicular. In the S. aisle of the presbytery are the tombs of Bp. Goldwell (d. 1499 ; Pl. 7), Bp. Overall (d. 1619 ; Pl. 8), and Sir William Bolcyn (d. 1505 ; Pl. 10), grandfather of Anne Boleyn. Bp. Herbert de Losinga (d. 1119) was buried in the middle of the presbytery, and the top slab of a new monument erected to him in 1682 is let into the pavement. On the N. side, near the altar, lies Sir Thomas Erpingham (d. 1428 ; Pl. 15), the "good old knight" of 'Henry V' (iv. 2). At the E. end of the choir-aisles are the *Jesus Chapel* (N. ; Pl. 13) and *St. Luke's Chapel* (S. ; Pl. 11), each curiously formed of two segments of circles. The corresponding apsidal Chapel of the Saviour in the centre was replaced (comp. p. 551) by a square-ended Lady Chapel (70 ft. long), which itself fell into ruin c. 1580. [It is proposed to erect a tri-apsidal chapel here in memory of Norfolk men who fell in the Great War.] The S. choir-aisle is adjoined by the *Beauchamp* or *Bauchon Chapel* (Dec. ; Pl. 9; now the Consistory Court). The *Gallery* in the N. aisle may have been used for the exhibition of relics.

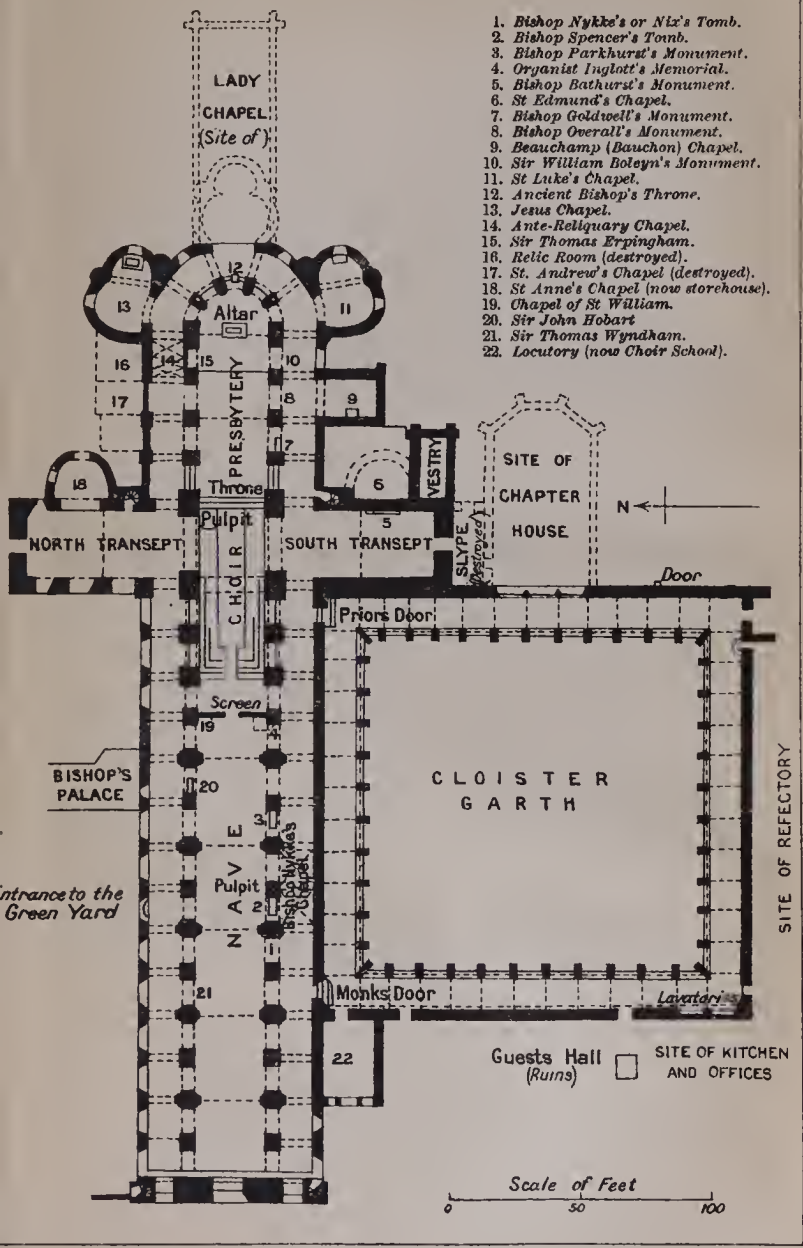
In May, 1919, the body of Nurse Edith Cavell (put to death by the Germans in 1915) was brought from Brussels and interred in a plot of ground known as *Life's Green*, just E. of St. Luke's Chapel (see above).

The *Cloisters (entrance, see p. 551) are in the Dec. manner, with the exception of the Perp. fourth walk. At the S.W. corner are the Monks' Lavatories. The upper story of the S. side is now occupied by the *Cathedral Library*. — In private grounds on the S. side of the cathedral are the picturesque remains of a *Norman Priory* founded by Bp. Herbert de Losinga (p. 551). — On the N. side of the cathedral is the *Bishop's Palace*, founded by Bp. de Losinga and still retaining a few Norman details. The chief entrance is a fine Perp. gateway of c. 1430. — To the N.E. of the Erpingham Gate is the *Grammar School* (Pl. B 6), formerly the Chapel of St. John (c. 1316). Among its famous pupils were Lord Nelson (a statue of whom stands near the gate) and Rajah Brooke of Sarawak (1803–68). 'Old Crome' was for a time drawing-master here. — The Upper Close, running E. from St. Ethelbert's Gate, is continued by the Lower Close, leading to (¼ m.) *Pull's Ferry* (Pl. B, C 7), the picturesque old water-gate of the cathedral precincts (ferry ½d.). — In Tombland (Pl. B 5, 6) are the *Cavell Memorial Home*, a *Bust of Edith Cavell* (by H. Pegram ; unveiled on Oct. 12th, 1918, the third anniversary of her death), and the gabled structure known as the *Samson and Hercules House*, from the quaint figures at the entrance (1549 ; visitors admitted). The *Maid's Head Hotel* (Pl. B 5 ; p. 550), just to the N., in Wensum St., is a picturesque hostelry of the 15th century.

A little E. of the Bishop's Palace, in Bishopgate St., is *St. Helen's Church* (Pl. A, B 7), a desecrated Perp. building (15th cent.), now forming part of *St. Giles's Hospital*, an almshouse founded in the 13th cent. (quaint cloisters). — The 13th cent. *Bishop Bridge* (Pl. B 7, 8), at the foot of Bishopgate St., is one of the oldest bridges in England still used for traffic.

From Tombland we return viâ Princes St. and St. Andrew St. to Charing Cross, where stands the *Strangers' Hall* (Pl.

NORWICH CATHEDRAL



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B 4; open 10–5, adm. 6*d.*), an excellent example of a merchant's house of the 15th century. Between Charing Cross and Pottergate St. is *St. Gregory's Church* (Pl. B, C 4), a Perp. edifice of flint masonry. From Pottergate St. we proceed viâ Dove St. to the market-place, with the *Guildhall* (Pl. C 4), the council chamber of which preserves its Tudor fittings and contains some relics of Nelson. The wickerwork figure of 'Snap the Dragon' was carried in procession (like the figures of Gog and Magog in London). The *City Library*, behind the Guildhall, was originally founded in 1608. At the S. end of the market-place stands the church of ***St. Peter Mancroft** (Pl. C 4; 'magna crofta'), an admirable Perp. structure dating from 1430–55 and restored in 1860 and 1879, with a fine tower pierced by an archway in each face.

The light and lofty arches of the arcade, the arrangement of the clerestory, and the rich open roof are all very characteristic of Norfolk Perpendicular. There is some good old glass in the E. window. The sacristy contains the admirable church-plate and illuminated MSS. (13–14th cent.). In the chancel is a memorial tablet to *Sir Thomas Browne* (1605–82), author of the 'Religio Medici' and of 'Urn Burial,' who is buried here.

Outside the church is a *Statue of Browne*, by H. Pegram (1905), and close by, at the corner of Orford Place (Pl. D 4), is a tablet indicating the site of his house. — The statue of the *Duke of Wellington* (1769–1852), on the E. side of the market-place, is by G. Adams.

Bethel St. (Pl. C 3, 4) leads N.W. from St. Peter Mancroft to Willow Lane, with the Borrow Museum (Pl. C 3; open daily 10–5, adm. 6*d.*), a collection of relics of George Henry Borrow (1803–81), installed in the house in which he spent his youth. — Close by, in St. Giles St., is the Perp. church of *St. Giles* (Pl. C 3), with a tall tower and fine tower-arch. — To the W. of this, in the angle formed by Unthank Road and Earlham Road, is the large Rom. Cath. church of *St. John the Baptist* (Pl. C 3), which was erected by G. G. and J. O. Scott in 1882–1910 at the expense of the Duke of Norfolk. — In the suburb of *Heigham* (beyond Pl. A 2), 1¼ m. N.W. of the centre of the city, is the *Dolphin Inn*, a beautiful Elizabethan house (1587; with earlier portions), formerly the palace of Bp. Hall (d. 1656), who is buried in the neighbouring church of St. Bartholomew.

The remains of the City Walls include the *Cow Tower* and the *Devil's Tower*, near Carrow Bridge (beyond Pl. E 7). The painter *John Crome* (1768–1821; 'Old Crome') is buried in the church of *St. George-at-Colegate* (Pl. A 4; tablet).

The best view of Norwich (eloquently described in chap. xiv of 'Lavengro') is obtained from *Mousehold Heath* (tramway), overlooking the city on the N.E. Here Kett's followers encamped (p. 542). The heath was a favourite subject of Old Crome's brush.

About 3 m. S. of Norwich lies **Caister St. Edmund**, with a Roman camp now generally recognized as the real *Venta Icenorum* (comp. p. 545). Within the enclosure is the parish church (Perp., with an E.E. chancel). To reach Caister we follow King St. to the S. from the *Post Office* (Pl. C 5, 6), passing (r.) the church of *St. Julian* (Pl. D, E 6) and the church of *St. Etheldred* (Pl. E 6; both incorporating Norman work) and (l.) the *Old Musick House* (now an inn; Pl. E 6, 7), with its Norman vaulting (crypt) and 13th cent. timber roof, at one time (1633) the home of Lord Chief Justice Coke. King St. leads to *Bracondale*, where we turn (r.) into Martineau's Lane, cross the railway and a stream near *Old Lakenham*, and follow a well-marked path.

Motor-omnibuses ply from Norwich to *Loddon* (p. 561; 11 m. S.E.).

From Norwich to Yarmouth, 20½ m., G.E.R. (from Thorpe Station) in ¾ hr. (2/6, 1/6). The line follows the valley of the *Yare*, with its numerous boating and angling resorts. — 2 m. *Whitlingham*, see below. — From (5¾ m.) *Brundall* (Yare Hotel), a boating resort, an alternative line runs to Yarmouth viâ *Acle* (King's Head; Angel, at Acle Bridge; 14th cent. church), a convenient starting-point for the Norfolk Broads (p. 560). 7¾ m. *Buckenham* (p. 561); 10 m. *Cantley* (p. 561). — 12¼ m. *Reedham* (p. 561) is the junction of the line to Lowestoft (see p. 557). Beyond (15¾ m.) *Berney Arms* we see *Breydon Water* (p. 557) to the right. — 20½ m. *Yarmouth*, see p. 557.

From Norwich to Fakenham and King's Lynn, 55 m., Mldland and G.N.R. from the City Station in 1¼–2¼ hrs. (6/6, 3/3). This line runs to the N.W. Beyond (12¾ m.) *Whitwell & Reepham* it intersects the line from Wroxham to Dereham (comp. below). — 21¼ m. *Melton Constable* and thence to (55 m.) *Lynn*, see p. 562.

Beyond Norwich the Cromer train runs viâ (116 m.) *Whitlingham* (comp. above) and (120 m.) *Salhouse* to (122¾ m.) **Wroxham** (*King's Arms*; *Castle*), one of the best head-quarters for yachting on the Broads (comp. p. 560).

From Wroxham to Dereham, 29¾ m., G.E.R. in 1–1¼ hr. (4/6, 1/9). — 2¾ m. *Coltishall*; 9 m. *Aylsham* (p. 561). — 13½ m. *Cawston* has a Perp. church with a double hammer-beam roof and a fine rood-screen. — 15¼ m. *Reepham*, 1¼ m. N. of Whitwell & Reepham station (see above). The Perp. *Church of *Sall*, 1¼ m. N., has noteworthy roofs, stalls, and brasses.—23¾ m. *County School* and thence to (29¾ m.) *Dereham*, see p. 542.

127 m. *Worstead* (New Inn), with a church of c. 1400, gave its name to a well-known woollen fabric manufactured here by Flemish immigrants in the 12th century. — 130 m. **North Walsham** (*Angel*; *King's Arms*), also on the line from Yarmouth to King's Lynn (Rte. 74), has a good Perp. church and a grammar-school (founded by Sir W. Paston, d. 1610), at which Nelson and Abp. Tenison were pupils.

North Walsham is the junction of a loop-line diverging to the right for (14 m.) Cromer Beach. — 3¼ m. *Paston & Knapton*. The churches of *Knapton* and of *Trunch* (1 m. W.) have fine hammer-beam roofs (p. xliv); and the latter church possesses also a good screen and a Dec. font-cover. *Paston*, a name familiar from the famous 'Paston Letters' (15th cent.), lies 1 m. E. of the station, and c. 2 m. S.E. of it are the remains of *Bromholm Priory* (Cluniac; 1113), mentioned in Chaucer's 'Reeve's Tale' and in 'The Vision of Piers the Plowman.' — 5 m. **Mundesley-on-Sea** (*Clarence*; *Manor House*; *Grand*; *Royal*) is a seaside resort with fine sands and cliffs. The line skirts the coast viâ (7¾ m.) *Trimingham* and (10¼ m.) *Overstrand* (Overstrand Hotel, R. from 5/6, L. 3/, D. 5/, closed in winter), another seaside resort. 14 m. *Cromer Beach* is 1¼ m. from Cromer Station.

About 2 m. W. of (133¾ m.) *Gunton* is *Gunton Hall* (Lord Suffield), the picturesque park of which is open free on week-days (small charge for cycles, motor-cars, and carriages) and the gardens on Wednesdays.

138 m. **Cromer** (*Grand*, R. from 5/6, L. 3/, D. 5/, closed in winter; *West Cliff*; *Hôtel de Paris*, R. from 5/, L. from 2/6, D. 5/; *Metropole*; *Tucker's Royal*; *Royal Links*; *Red Lion*), in a high but sheltered situation, is the most charming of the East Anglian seaside resorts, with fine sands, high cliffs, a pier and esplanade, two excellent golf-links, attractive environs, and bracing air. Pop. 4073. The church of *SS. Peter & Paul* is a fine Perp. building (15th cent.) of flint and freestone, notable for the height of the piers and arches and with a tower 159 ft. high. On a height ¾ m. E. is a lighthouse (view). Just S.W. of the town is

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Cromer Hall (park open on Fri., 2–6; adm. 6*d.*), the birthplace of Lord Cromer (1841–1917).

Among points of interest often visited from Cromer are *Mundesley* (7½ m.; p. 554), *Felbrigge Hall* (Jacobean; no adm.; 3 m. S.), the *Beacon* or *Roman Camp* (3 m. W.), *Gunton Park* (p. 554; 5 m.), *Sheringham* (p. 562; 4 m.), and *Blickling Hall* (p. 562; 10 m.).

From Cromer Beach Station (Rmts.) to *Melton Constable*, see p. 562 to *Mundesley* and *North Walsham*, see p. 554.

72. FROM LONDON TO LOWESTOFT AND YARMOUTH.

121¾ m. G.E.R. from *Liverpool Street Station* in 2¾–4 hrs. (22/8, 10/2); to (117½ m.) *Lowestoft* in 2½–3½ hrs. (22/, 9/10½). — From the North and Midlands access to Yarmouth and the Broads is afforded by the Midland & G.N.R. Joint Railway viâ King's Lynn (Rte. 74).

Motor Route, 124½ m. To (70 m.) Ipswich, see p. 547. — 8 m. *Woodbridge* (see below). — 5 m. *Wickham Market* (see below). — 8 m. *Saxmundham* (see below). — 4 m. *Yoxford*. — 6 m. *Blythburgh* (p. 556). — 3 m. *Wangford*. — 3 m. *Wrentham* (p. 557). — 7½ m. Lowestoft (p. 556). — 8 m. *Gorleston* (p. 559). — 2 m. Yarmouth (p. 557).

From London to (69 m.) *Ipswich*, see pp. 547, 548. — 72 m. *Westerfield* is the junction of the branch-line to Felixstowe (p. 549). — 79 m. *Woodbridge*, prettily situated on the tidal river *Deben*, has a fine Perp. church. At the top of the hill at the end of the town (to the left of the main road) stands *Little Grange*, where Edward Fitzgerald (1809–83), poet-translator of the 'Rubaiyat of Omar Khayyam,' spent his last years. He was born at *Bredfield House*, near *Boulge* (2½ m. N.), where he is buried. A thatched cottage occupied by him in 1838–53 still exists at Boulge, but the rose-bush brought from Omar's tomb in Persia and planted over his grave is dead. — The church at *Ufford*, 1½ m. N.E. of (80½ m.) *Melton*, has a fine tabernacle font-cover. — From (84½ m.) *Wickham Market* a branch-line (6½ m.) runs to Framlingham.

Framlingham (2400 inhab.; *Crown*) possesses a fine ruined *Castle* (open on week-days, 6*d.*), mainly of the time of Edward I, with a moat and 13 towers. Here Queen Mary found refuge during the attempt to place Lady Jane Grey on the throne. The stately *Church* (Perp. with Dec. survivals) contains memorials of Henry Howard, Earl of Surrey, the poet (executed by Henry VIII in 1547), and Thomas Howard, Duke of Norfolk (d. 1554), who escaped the same fate only by the sudden death of the king. The terrace in front of the *Albert Memorial College* affords a fine view. — *Dennington*, 2½ m. N., has a fine church.

91 m. *Saxmundham* (White Hart; Bell), a pleasant country-town (1404 inhab.), is the junction of a branch to (8½ m.) Aldeburgh, passing *Leiston*, with the somewhat scanty Dec. ruins of a Premonstratensian abbey (14th cent.).

Aldeburgh (*Wentworth*; *Brudenell*; *White Lion*), a quiet sea-bathing resort (2374 inhab.), is attractively described in 'The Borough,' a poem by George Crabbe (1754–1832), a native of the place. The Perp. *Church* contains memorials of him and of Henry Fawcett (1833–84). The *Moot Hall*, a half-timbered structure of the 16th cent., now standing amid the shingle, was the town hall of the old town washed away by the sea. *Alde House*, in Park Lane (near the station), was long the home of Dame Garrett Anderson (d. 1917), one of the first woman doctors and the first woman mayor (1908) in England. Wilkie Collins wrote 'No Name' 1862) in the house called *Sea View*. — *Orford*, 6 m. S. of Aldeburgh by

the river wall (13 m. by road), has a massive Norman castle, the keep of which, with its three towers, forms a polygon of 18 sides. The ruined chancel of the church has a double row of fine Norman columns with work " quite unlike anything of the sort to be seen in the country " (Parker).

95 m. *Darsham* (Stradbroke Arms) is the station for (5½ m. E.) *Dunwich* (Barne Arms), now merely an attractive coast-village, but once an important seaport, before the encroaching sea swept it away. It was the seat of the first East Anglian bishopric, established c. 630 (comp. p. **551**). On the edge of the cliff stands the ruined church of All Saints, and a little W. of it are the ivy-clad remains of a Franciscan priory (13th cent.) — 101 m. *Halesworth* (Angel) has a Perp. church with some good 15th cent. brasses.

Halesworth is the junction of a light railway to (9 m. E.) *Southwold*, passing (2½ m.) *Wenhaston*, with an interesting panel picture of the ' Last Judgment ' in its church, dating from c. 1480; (5 m.) *Blythburgh*, a decayed port, with one of the finest parish churches (Perp.) in Suffolk; and (8 m.) *Walberswick*, a picturesque village. — **Southwold** (*Centre Cliff*; *Marlborough*, pens. from 6*3*/; *Swan*; *Station*, R. from 3/, L. 2/6, D. 4/; *Crown*), a popular seaside resort, with pleasant heathland at its back. The important Perp. **Church* has a notable rood-screen. In the N.E. corner of the churchyard is the grave of Agnes Strickland (1796–1874), author of ' The Queens of England,' who was born at *Reydon*, 1½ m. N.W. Excursions may be made from Southwold to *Dunwich* (see above; 4 m. by ferry and coast, 6 m. across the heath), *Lowestoft* (motor-omnibus 1/6), *Covehithe* (4½ m. N.; fine ruined church), and *Henham Hall* (4 m. W.; Earl of Stradbroke), with a fine park (not open to the public at present).

109 m. **Beccles** (*Rfmts.*; *King's Head*; *White Lion*; *Gale's Temperance*, R. from 2/), a small town (7139 inhab.) on the *Waveney* (sailing and angling), has a fine Perp. church with a detached tower (92 ft. high). Here the line to (117½ m.) *Lowestoft* (see below) diverges from the Yarmouth line.

Another branch-line runs to (19½ m.) *Tivetshall* (p. 549), viâ (6¾ m.) *Bungay* (King's Head), with a ruined castle (c. 1280), an octagonal market-cross, and two interesting churches (Perp.). About 2½ m. E. of (10½ m.) *Homersfield* on this line is *Flixton*, with Flixton Hall (Tudor, restored) and a pre-Norman church-tower; and 5 m. S. of (13¼ m.) *Harleston* is *Wingfield*, with an early-Perp. church (fine tombs) and the remains of *Wingfield Castle*, a 14th cent. manor-house.

About 1½ m. N.W. of Beccles is *Gillingham Church*, a pure early-Norman structure divided into five parts—Galilee, tower-space, nave, chancel, and apse.

LOWESTOFT (*Rfmts.*; *Royal*; *Empire*; *Grand*; *Suffolk*; *Crown*; *Harbour*), a flourishing fishing port and seaside resort (33,777 inhab.), is the most easterly town in England. The Central Railway Station is in *South Lowestoft*, near the harbour, which is protected by the *South Pier* (adm. 1*d*.). Running S. thence to *Kirkley*, at the extreme S. end of the town, is the *Esplanade* (over 1 m. long), adjoined by the *Olympian Gardens* and the *Claremont Pier* (at which the steamers call). From Kirkley an electric tramway runs to (3½ m.) the North Station, in the old town, with the High St., whence several parallel narrow lanes known as *Scores* lead down to the shore. The *Fish Markets*, with adjoining basins for trawlers, are approached by Suffolk St., opposite the Central Station (herring and sprat season in winter, mackerel in May and June). Near

the N. end of the town is the *North Light*, on the beach below which is the *Lower Light*, close to the *Ness*, the easternmost point of England (1°45′ E. long.). Adjoining the North Light are *Bellevue Park* and the woodland nook called the *Sparrow's Nest* (adm. free in the morning; 3*d.* to the concerts at 3 and 8 p.m.). The pleasant sandy common bordering the N. beach is known as the *Denes*. The parish church of *St. Margaret*, standing outside the town and reached from High St. viâ St. Peter's St. and Church Road, is a fine Perp. structure of the 15th century.

The *Inner Harbour*, known as *Lake Lothing*, communicates with (1½ m.) **Oulton Broad** (*Wherry Hotel*; *Commodore Inn*), a favourite centre for boating and angling (boat from 2/ a day), which may be reached also by train (see below). *Oulton Church*, with a Norman chancel-arch, is near the railway station. George Borrow (1803–81) wrote most of his books at his home on Oulton Broad, but the house has been pulled down. — Motor-omnibuses ply from Lowestoft to (12 m.) *Southwold* (1/6) viâ *Kessingland* (5*d.*), *Wrentham*, and *Reydon* (p. 556); and excursion brakes run in summer to *Somerleyton Park* (see below; open on Thurs., adm. 6*d.*), to *Fritton Decoy* (see below), the most charming of the East Anglian lakes, and to (3½ m.) *Blundeston*, the 'Blunderstone' of 'David Copperfield' and often visited by the poet Gray. Excursion steamers ply to *Yarmouth*, *Southwold*, etc., and circular trips are organized for *Norwich* and the *Broads* (comp. p. 558).

From Lowestoft to Norwich, 23¼ m., railway in ¾–1 hr. (3/6, 1/9). — 1½ m. *Oulton Broad* (see above); 5½ m. *Somerleyton* (see above); 11¼ m. *Reedham*, and thence to (23¼ m.) *Norwich*, see p. 554.

From Lowestoft to Yarmouth (Beach Station; see below). The shortest route (12¼ m., in ½ hr.; 1/6, 10½*d.*) runs along the coast, passing *Lowestoft North Station*, *Corton*, *Hopton*, (7¾ m.) *Gorleston-on-Sea* (p. 559), *Gorleston North*, and (10¼ m.) *Yarmouth South Town Station*. — A longer route (15½ m.; same fares) runs viâ *Somerleyton* (see above) to (8¼ m.) *St. Olave's*, where it joins the main line (see below).

Beyond Beccles the Yarmouth line crosses the Waveney and enters *Norfolk* (p. 547). 110 m. *Aldeby*; 113½ m. *Haddiscoe*. — 114½ m. *St. Olave's* (Bell; Cromwell, pens. 50/ per week) is 1½ m. from Fritton Decoy (see above), on the road to which is a church with a round Saxon tower and a beautiful Norman apse. About 2 m. N. of (117 m.) *Belton* is *Burgh Castle*, the interesting ruins of an important Roman fortress overlooking the confluence of the Waveney and the Yare in *Breydon Water*.

121¾ m. **YARMOUTH** or *Great Yarmouth* (59,905 inhab.) is the chief town, the busiest fishing port, and the most popular holiday resort on the East Anglian coast. It lies on the *Yare*, 2 m. N. of the narrow mouth through which the combined waters of that stream, the *Bure* (or *North River*), and the *Waveney* enter the sea. *Yarmouth Roads* afford good anchorage in almost any weather. — The connection of the Peggotty family (in 'David Copperfield') with Yarmouth will not be forgotten.

Railway Stations. *South Town*, on the right bank of the Yare, for Lowestoft, Colchester, and London (G.E.R.); *Vauxhall*, on the N. side of Breydon Water, for Norwich, Ely, Cambridge, and London (G.E.R.); *Beach*, Nelson Road North, for Caister, N. Walsham, Cromer, Lynn, and London (Mid. & G.N. Joint Railway).

Hotels. Royal; Queen's; Victoria; Bath; Norfolk; Goode's, all these on the Marine Parade; Angel, Market Place, R.

from 3/, B. from 2/6; STAR, CROWN & ANCHOR, CROMWELL (temp.), on the Hall Quay; BRUNSWICK (temp.), King St., R. from 3/, L. 2/6, D. 3/. — Many *Private Hotels* and *Boarding Houses*.

Post Office, 19 Regent St.

Electric Tramways from South Town Bridge and South Quay to *Gorleston* (p. 559; 2*d*.), *Britannia & Wellington Piers* (1*d*.), the *Fish Wharves* (1*d*.), and *Caister* (p. 561; 2*d*.).

Steamers (pre-war) ply daily in summer to *London*, calling at *Lowestoft*, *Southwold*, *Harwich*, and other intermediate ports; local steamers ply to *Gorleston*, to *Lowestoft*, round the '*Cockle Float*,' to *Burgh Castle* (return 9*d*.), up the Yare to *Norwich*, and the *Broads*. A favourite round trip is to visit Norwich by railway, take the train thence to Wroxham, and return by the Bure (or vice versa; fare 3/).

Amusements. DRAMATIC PERFORMANCES at the *Theatre Royal*, *Aquarium*, *Hippodrome*, and the *Piers*. — CONCERTS at the *Wellington Pier*, the *Britannia Pier*, and the *Winter Gardens*. — *Golf*, *Tennis*, *Croquet*, and *Sea Angling* (in autumn and early winter) are well provided for.

The characteristic feature of the *Old Town*, bordering the river, is the so-called **Rows**, an interminable series of extremely narrow lanes, all running at right angles to the river and the sea and making of Yarmouth one vast gridiron. The widest of these, *Broad Row* and *Market Row*, leading from the market-place to Hall Quay, are about 6 ft. in width; the narrowest, *Kitty Witches Row* (No. 95), leading from King St. to Middlegate St., is not quite 2½ ft. across. — In the square to the N. of the market-place stands **St. Nicholas** (236 ft. long, 112 ft. wide), probably the largest parish church in England. Little or nothing remains of the original Norman church, founded about 1101, except possibly some parts of the central tower. The Transitional Norman nave dates from the reign of King John (1199–1216).

Among features of interest are the W. window (E.E.); some Dec. work; two canopied tombs; the elaborate pulpit; the large organ; and the curiosities stored in the N. transept, including a 16th cent. revolving reading desk and copies of the '*Vinegar*,' '*Breeches*,' and other old Bibles. A window commemorates Sarah Martin (1791–1843), the philanthropic dressmaker, who wrought much good as a prison-visitor and Sunday school teacher.

A narrow passage adjoining the vicarage of St. Nicholas leads to the *Priory Hall* (now a school), originally the refectory of a Benedictine house established c. 1100. — A few yards from the W. end of St. Nicholas is the *N.W. Gate* of the old enceinte, and fragments of the Edwardian *Town Walls* (14th cent.) may be traced southwards from the N. side of the churchyard, parallel with the E. side of the Market Place and King St., to the end of Blackfriars Road (tramway), where there is another and more interesting *Gateway*. — On the Hall Quay are the *Town Hall* and the *Star Hotel*, an Elizabethan house, once the residence of John Bradshaw, President of the Court of Commissioners for the trial of Charles I. The richly wainscoted 'Nelson Room' is freely open to visitors. No. 4, South Quay, a refronted Tudor house, is the traditional scene of Cromwell's conference with his officers to decide the fate of Charles I. In Middlegate St., reached by any of the 'rows' from the S. Quay, is the old *Tolhouse* or *Gaol*, the scene of the devoted labours of Sarah Martin (see above). It is an interesting 14th cent. building, with an outside staircase, and is now used as a local museum

(free). Beneath is a dungeon known as the *Hold* (adm. 2*d.*). Near the Tolhouse are the *Greyfriars' Cloisters*, the remains of a Franciscan monastery of the 13th cent., with coarse but interesting carving (adm. 2*d.*).

On the *South Denes*, S. of the town, is the *Nelson Monument*, a Doric column 114 ft. high (adm. 6*d.*; view). — Adjacent, on the river, is the long *Fish Wharf* (tramway), a busy scene during the mackerel fishery of summer and the herring fishery of late autumn. 'Yarmouth Bloaters' are herring that have been subjected to one 'blow' or smoking.

To the S. of Yarmouth, and practically a suburb of it, is the seaside resort of **Gorleston** (*Pier Hotel*), charmingly situated on a low cliff at the mouth of the Yare and reached by steamer, tramway (2*d.*), or railway (comp. p. 557). The sands are broad and clean, and the S. harbour mouth protection makes a pleasant promenade. — Among other places of interest near Yarmouth are *Burgh Castle* (p. 557; 4 m. S.W.; reached by brake or steamer), *Caister Castle* (p. 561; 3 m. N.), *Fritton Decoy* (p. 557; 5 m. S.W.), and *Lowestoft* (p. 556).

Yarmouth is one of the gateways to the *Norfolk Broads* (Rte. 73). — From Yarmouth to *Norwich*, see p. 554; to *King's Lynn*, see Rte. 74; to *Lowestoft*, see p. 557.

73. THE NORFOLK BROADS.

Broadland, or the district of the **Norfolk Broads,** which are shallow lagoons interspersed among expanses of reed and fen, is a level tract of land in the form of a triangle, the apex of which is Norwich and the base the coast-line between Palling (p. 561) and Lowestoft (p. 556). Within this area are about a dozen large 'broads' and twice as many smaller ones, and these, together with the placid and sluggish streams, of which the chief are the *Yare*, the *Waveney*, and the *Bure*, all meeting ultimately in *Breydon Water* (p. 557), provide about 200 m. of navigable water. The district has long been a favourite holiday resort for anglers and devotees of smooth-water sailing. The villages are often quaint and picturesque, with interesting churches; and there are many fine old manor-houses and a few ruined abbeys and castles. The sunlight and moonlight effects are especially beautiful. The wildfowl afford excellent sport, but the shooting of other birds, which are very numerous and varied, is not permitted.

Books on the Broads have been written by *A. B. Dodd*, *Walter Rye*, *W. A. Dutt*, *W. R. Richmond*, *F. R. Suffling*, and *G. C. Davies*; comp. also 'Armadale' by *Wilkie Collins*.

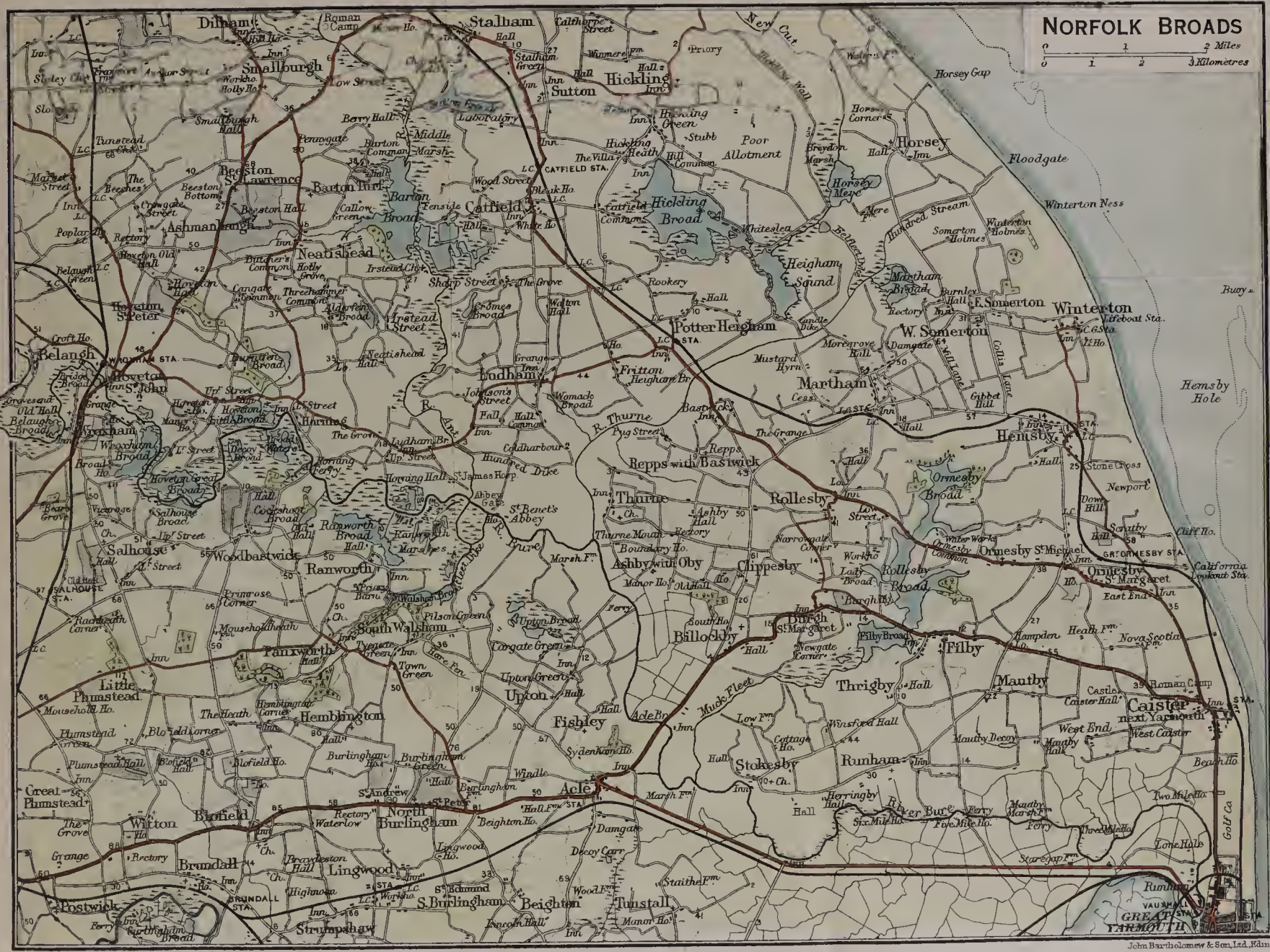
Approaches. The chief gateways to the Broads are Norwich, Yarmouth, Lowestoft, Wroxham, Stalham, and Potter Heigham. — From *Norwich* (p. 549) we either descend the Yare, which communicates by 'dykes' with sundry small broads, or we may take train to such points as Wroxham (p. 554), Brundall (p. 554), or Reedham (p. 554). *Surlingham Broad* (p. 561), 6 m. W., is the nearest. — *Yarmouth* (p. 557) communicates directly with the rivers Yare, Waveney, and Bure, and is a convenient starting-point for *Ormesby* and *Rollesby Broads* (reached by railway or road; comp. p. 561). *Potter Heigham* and *Stalham* are within easy railway access (comp. p. 561); the first may be reached also via the Bure and Thurne (p. 560). Via Breydon Water and the Waveney Yarmouth is linked with *Oulton Broad* (p. 557), for which *Lowestoft* (p. 556) is the nearest large centre. — *Wroxham* (p. 554) is the station for a whole series of broads adjoining the river Bure. — *Stalham* (p. 561) connects with the *Ant* and *Barton Broad* (p. 560). *Catfield* (p. 561) is the nearest station to the last. — *Potter Heigham* (p. 561) is the station for *Hickling Broad* (p. 560).

Wherries & Boats. Well-equipped *Wherries* or *River Yachts* for excursions on the Broads may be hired at any of the starting-points named above, at charges ranging from £3 to £13 a week, according to size (accommodation for 2 to 10 pers.). One attendant is supplied with the smaller boats, two with the larger (charges £1 less without attendant). For a party two small wherries (on account of their lighter draught) are often more convenient than one large one. — Large *Rowing Boats* (with awning and sail) may be had for £2 a week (3 pers.). The wherrymen also arrange trips at about 2/6 per pers. a day. — *Provisions*, candles, etc., must be laid in by the travellers; milk, bread, etc., are obtained from the farms or villages. *Inns* are generally available for those who prefer not to sleep on board the wherry. — Small *Excursion Steamers* ply on the Yare and Bure in summer (comp. p. 558).

Angling. The chief fish in the Broads and their connecting streams are bream and roach, but pike, perch, and rudd are also found. Most of the waters are free; but information as to angling should be obtained locally (e.g. from A. J. Rudd, 54 London St., Norwich; J. Pownall, Regent Road, Yarmouth; George Applegate, Potter Heigham Bridge; the landlords of the Pleasure Boat Inn at Hickling Staithe and the Sportsman's Arms at Rollesby Bridge; and the boat-owners at Stalham Staithe).

Perhaps the most characteristic series of broads are those strung along the river *Bure*, and *Wroxham Bridge* (comp. p. 554) is a favourite starting-point for a tour. About 1½ m. below this a dyke on the right leads to **Wroxham Broad*, sometimes called the 'Queen of the Broads,' from the S.E. angle of which we enter *Hoveton Great Broad*, dotted with islands. After another 2 m. of the Bure we have *Hoveton Little Broad* to the left, and 1¼ m. below this is the well-known *Horning Ferry Inn*. To the right are (¾ m.) the entrance to *Ranworth Broad* (fine late-Perp. painted rood-screen in the church on the S. side) and the (2¼ m.) *Fleet Dyke*, leading into *South Walsham Broad*. About 1 m. S. of this are the two churches of *South Walsham* (one Perp.), in one churchyard. The tributary *Ant*, joining the Bure nearly opposite Fleet Dyke, leads to (4 m.) *Barton Broad*, a large but shallow lagoon (1½ m. long), with well-wooded banks. About 2 m. N. of this broad, reached viâ the Ant and a dyke, is *Stalham* (p. 561), a welcome stopping-place to procure supplies. — Returning to the Bure, we see, on its left bank, the ruins of *St. Benet's Abbey* (founded in 1020), from which the Bishop of Norwich, the only abbot in the Church of England, takes the style of 'Abbot of St. Benedict.' About 2 m. farther on we reach the confluence of the *Thurne*, which we may ascend to (3½ m.) *Potter Heigham Bridge* (comp. p. 561) and thence to (1½ m.) *Heigham Sound*, communicating with *Hickling Broad*, the largest of all (3 m. in circumference). At the N. end is *Hickling Staithe* (landing; Pleasure Boat Inn), ¾ m. from the village (Bull). To the N.E. of Hickling Broad, and connected with it by waterways, is (1½ m.) *Horsey Mere*, 1½ m. S. of which is *Martham Broad*. — The lower course of the Bure, from the mouth of the Thurne to (14 m.) Yarmouth, traverses a flat and uninteresting district. *Acle Bridge*, 3 m. below the mouth of the Thurne, is 1¼ m. N.E. of Acle (p. 554).

From *Runham Ferry*, 5 m. short of Yarmouth, a road runs N. to (2½ m.) *Filby* (inn), on *Filby Broad*, which is continued to the N. by *Rollesby Broad* (Sportsman's Arms, at Rollesby Bridge) and *Ormesby Broad*. This group of broads is conveniently reached viâ *Great Ormesby* (comp. p. 561).



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The Bure flows into the E. end of *Breydon Water* (p. 557); at the S.W. extremity, near Burgh Castle (p. 557), is the mouth of the *Waveney*, the winding course of which may be ascended to (17 m.) *Beccles* (p. 556) or (24½ m.) *Bungay* (p. 556). It passes within 1 m. of *Fritton Decoy* (p. 557). The *New Cut*, beginning near this point, connects it with the *Yare* at (3½ m.) *Reedham* (p. 554). *Oulton Dyke*, c. 5 m. above the New Cut, connects it with (1½ m.) *Oulton Broad* (p. 557) and so with *Lowestoft* (p. 556).

The *Yare* enters Breydon Water near the Waveney, and (to complete our round of the Broads) we may now ascend it all the way to (24 m.) Norwich. Beyond (6 m.) *Reedham* (p. 554) we pass (1½ m.; l.) *Hardley Cross*, at the mouth of the *Chet*, which wherries ascend to (4 m.) *Loddon* (Swan; p. 553), near which are the churches of *Chedgrave* and *Heckingham*, with Norman work. — 2 m. *Cantley Red House* (comp. p. 554), a favourite fishing resort. About 1 m. farther on (l.) are the remains of *Langley Abbey* (c. 1200). — 3 m. *Buckenham Ferry* (inn), also frequented by anglers. A dyke on the left (1 m.) leads to (¾ m.) *Rockland Broad*, the reed beds of which harbour many wildfowl. — 1½ m. *Coldham Hall* (inn) is famous for its large 'baskets' of roach and bream. About ½ m. off is *Brundall* (p. 554), and 1 m. farther up is the entrance (l.) to *Surlingham Broad*. The scenery between this point and (9 m.) *Norwich* (p. 549) is very attractive.

74. FROM YARMOUTH TO KING'S LYNN.

75¼ m. Midland & G.N. Joint Railway in 2¼–3 hrs. (9/, 4/9). The trains start from the *Beach Station* (p. 557).

Motor Route, 66½ m. — 3 m. *Caister* (see below). — 3½ m. *Filby* (p. 560). — 5 m. *Acle* (p. 554). — 11 m. Norwich (p. 549). — 16 m. *East Dereham* (p. 542). — 12 m. *Swaffham* (p. 542). — 6 m. *Narborough*. — 10 m. King's Lynn (p. 562).

Yarmouth, see p. 557. The line at first skirts the sea, then runs for some distance through Broadland (Rte. 73). Near (2¾ m.) *Caister-on-Sea* (Manor House Hotel), with fine golf-links, is the ruined *Caister Castle* (15th cent.; open daily 9–6, 6*d*.). 5½ m. *Great Ormesby*, the station for *Ormesby*, *Rollesby*, and *Filby Broads* (omn. 6*d*.; comp. p. 560). — 10 m. *Martham* (Perp. church), another station for Rollesby Broad. *Martham Broad* (p. 560) lies 2 m. N. — 12¾ m. *Potter Heigham* is 1½ m. S.W. of Heigham Sound (p. 560). 15½ m. *Catfield*, near *Hickling* and *Barton Broads* (p. 560). Beyond (17¾ m.) *Stalham* (p. 560), with a good Perp. church, we quit the region of the Broads. On the coast, 5½ m. E., lies *Waxham*, 1 m. N.W. of which is *Palling*, the good sandy beach of which attracts bathers. — 21½ m. *Honing* is 1½ m. N.E. of Worstead (p. 554).

24½ m. **North Walsham** is the junction for Cromer and Mundesley, see p. 554. — 30 m. *Aylsham* (Black Boys), on the *Bure*, which is navigable for wherries up to this point,

has another station on the G.E.R., 1 m. distant (comp. p. 554). About 2 m. N.W. of the little town is the magnificent Jacobean mansion of **Blickling Hall*, the alleged birthplace of Anne Boleyn (1507–36) and now the property of the Marquis of Lothian, with a collection of portraits and fine gardens (not open to the public at present). In the church is a monument, by G. F. Watts, to the eighth Marquis of Lothian (d. 1901). — 41½ m. *Melton Constable* (Rfmts.; Hastings Arms), the chief hunting centre in Norfolk, derives its name from the De Meltons, who were hereditary constables of the Bishops of Thetford. *Melton Constable Hall* (no adm.) is a seat of Baron Hastings.

A branch-line runs hence S.E. to *Norwich* (comp. p. 554). — Another runs N.E. to (15 m.) *Cromer* (Beach Station; p. 554) viâ (5 m.) *Holt*, (8½ m.) *Weybourne*, (11½ m.) **Sheringham** (*Sheringham*, R. from 5/, L. 3/, D. 5/6; *Grand*, R. or D. 5/, L. 3/; *Dormy House*, private; *Ives*, temperance), a delightful summer-resort with a golf-course, and (13 m.) *West Runton*, another golfing-resort. — The village of *Cley-next-the-Sea*, 5 m. N.W. of Holt, has a large church (Dec. & Perp.; tombs and brasses). Capt. Marryat (d. 1848) wrote several of his novels at *Langham*, 7 m. W. of Holt. Near Sheringham are the E.E. remains of *Beeston Priory* (13th cent.).

At (51½ m.) *Fakenham* (Crown; Red Lion), a small market-town (3181 inhab.) with a Dec. and Perp. church (tall tower), we cross the G.E.R. line from Wymondham to Wells (see p. 542; stations at Fakenham 1 m. apart). — 55 m. *Raynham Park*, about 2¼ m. S. of which is *Raynham Hall* (Marquis Townshend; no adm.). — About 3½ m. N. of (60 m.) *Massingham* (Railway Inn) is *Houghton Hall* (Earl of Rocksavage), a vast, heavy-looking edifice (façade 450 ft. long), built in 1722–31 for Sir Robert Walpole (b. at Houghton village in 1676; d. 1745), who, like his son Horace (1717–97), is buried in the little church in the park. The house contains portraits and old English tapestry (not shown to the public). — 64¾ m. *Hillington*, with a manor-house of 1627, lies about 3¼ m. S. of *Sandringham* (p. 563; brake there and back 1/6). — 73¼ m. *South Lynn* (Rfmts.).

75¼ m. **Lynn** or **King's Lynn** (*Rfmts.*; *Globe*; *Duke's Head*; *Cozen's*, temperance), an ancient port (20,201 inhab.) with capacious docks, is situated on the *Ouse*, 3 m. from its confluence with the broad waters of the *Wash* (p. 520). Near the railway station is St. Margaret's or the Saturday Market Place, with the church of *St. Margaret*, a cathedral-like structure founded by Bp. Losinga (p. 551) and illustrating all the chief periods of English architecture. It contains the 'Peacock Brass' of 1364 and another fine brass of 1349 (both Flemish or German). The church of *St. Nicholas*, at the E. end of Tuesday Hill, shows the transition from Dec. to Perp. (exquisite sedilia; fine S. porch). *Queen Anne Mansion*, opposite, is a good example of its period (other good houses, of earlier date, in Bridge St. and Nelson St.). Near St. Margaret's is the Tudor *Guildhall*, with a chess-board front of black flint and white stone. The civic plate includes an enamelled cup of the 14th century. Other points of interest are the *South Gate* (Perp.; 1440), *Grey Friar's*

Steeple (15th cent.), the **Custom House* (1683), and the *Red Mount Chapel* (Perp.; 1482), a singular octagonal building probably intended for a shrine. Frances Burney (1752-1840; p. 55) and George Vancouver (1758–98), the navigator, were born at Lynn, the latter in a half-timbered house still standing in Quakers' Meetinghouse Yard. Eugene Aram (d. 1759; comp. p. 473) was an usher in the old grammar-school here at the time of his arrest. — A characteristic industry at Lynn is the making of showmen's merry-go rounds, the best of which cost £3000. — Lynn is a good centre from which to visit the famous churches of the marsh-land (comp. p. 520).

From King's Lynn to Hunstanton and Wells, 31½ m., G.E.R. in 1¼–1½ hr. (5/5, 2/7½); to (15 m.) *Hunstanton* in ½ hr. (3/, 1/3½). — About 1½ m. E. of (3 m.) *North Wootton* lies **Castle Rising** (*Black Horse*), perhaps the most interesting of Norfolk villages, with its massive Norman *Castle* (c. 1175), surrounded by earthworks, its beautiful late Norman *Church* (12th cent.; contemporary font), and its Jacobean *Bede House*, a charity of which the inmates still wear their quaint original costume. — 6 m. *Wolferton* (inn), a mainly modern village in an Elizabethan style. The Perp. church, with E.E. portions, contains some good screens. The pleasant road to (2¾ m.) **Sandringham Hall**, the country home of Queen Alexandra, affords glimpses of the Wash. The 'Norwich Gates,' at the main entrance to the *Park* (open, in the absence of the royal family, on Wed., 11–4; tickets at the East Lodge, free of charge), are of elaborate iron-work and were the wedding present from the city of Norwich to Edward VII (1863). Among the chief points of interest are the *Rose Garden*, the *Dutch Garden*, the *Water Garden*, the *Pergola* (with marble seats designed by Alma-Tadema), the *Queen's Dairy*, a Chinese bronze statue of Buddha (1698), and the *Kennels*. *York Cottage*, adjoining the Hall, belongs to George V. *Sandringham Church* (late-Perp.) contains memorials of Edward VII (including a silver altar presented by Americans) and other members of the royal family. — 8 m. *Dersingham* (Feathers) and (10 m.) *Snettisham* (Royal) have fine churches (Perp. and Dec.). The W. window of the latter has been reproduced, on a larger scale, in the Victoria Cathedral at Adelaide. — At (13 m.) *Heacham* a short line (2 m.) diverges for **Hunstanton**, or *Hunstanton St. Edmunds* (*Sandringham*; *Golden Lion*, R. or D. 4/6), a thriving modern summer-resort (2511 inhab.) on the *Wash*, with good bathing, a pier (adm. 1*d.*; pavilion), a lighthouse, and picturesque cliffs. At *Old Hunstanton* (Le Strange Arms & Golf Links Hotel), 1½ m. N., is *Hunstanton Hall* (mainly of c. 1500), which has been in the hands of the Le Strange family since the Conquest (park open free on Thurs.; gardens on Thurs. in Aug., adm. 2*f*, including tea). The Dec. church contains a Norman font and Le Strange monuments. The church of *Holme-next-the-Sea*, 3 m. N.E., contains the earliest brass with an English inscription (c. 1400). The *Peddar's Road* (p. 542) reaches the coast at Holme, 4 m. W. of Branodunum (see below). — Excursion brakes (return fare 2/6) ply from Hunstanton to Holkham (see below) and Sandringham (see above).

Beyond Heacham the Wells line runs towards the E. — 25 m. *Burnham Market* (Hoste Arms). Lord Nelson (1758–1805) was born in the old rectory (pulled down in 1802) of *Burnham Thorpe*, 1 m. S.E. The church contains the font at which he was christened and a lectern made of wood from the 'Victory.' About 1 m. S. of Burnham Thorpe is *Creake Abbey* (E.E.; founded 1206). The churches of *North Creake* and *South Creake* are both interesting. *Burnham Norton*, 1½ m. N. of the station, has a church (E.E. to Perp.) with a lofty circular tower and slight vestiges of a Carmelite friary (1241). About 4 m. farther on (N.W.) is *Brancaster-on-Sea* (Ship), a small seaport and golfing resort, with the remains of a Roman camp (Branodunum). — About 1 m. S. of (29 m.) *Holkham* (Victoria, R. or D. 3/6) is **Holkham Hall** (Earl of Leicester), a huge Palladian edifice of white brick by *Kent* (c. 1744), with an inscription over the door to the effect that it was "planned, planted, built, decorated, and inhabited the middle of the 18th centy. by Thomas Coke, Earl of Leicester." It contains very valuable collec-

tions of art (classic sculptures; paintings by Raphael, Veronese, Da Vinci, Rubens, Van Dyck, Poussin, Claude, Reynolds, Gainsborough, etc.), which are shown on written application to the estate office. The park is open 9–5 (motor-cars not admitted). Holkham is well known in the history of agriculture for the work done here by 'Coke of Norfolk, the first farmer in England' (Thomas William Coke, 1st Earl of Leicester by the later creation, 1752–1842). The rebuilt *Church* of Holkham contains good modern carving (60 bench-ends, all different). — 31½ m. **Wells-next-the-Sea** (*Globe*; *Crown*, R. 4/, D. 3/6) is a small seaport (2565 inhab.), the fine Perp. church of which, burned down in 1879, has been rebuilt on the old lines. About 5 m. S.E. are the remains of the Benedictine *Binham Priory*, the Norman nave of which is now the parish church. The W. front is admirable E.E. work. From Wells to Wymondham, see p. 542. The wildfowl shooting (geese, duck, plover, etc.) in the neighbourhood is excellent (season, Sept. to Feb.; permission for shooting over the salt-marshes obtained at the Estate Office, Holkham Hall; p. 563).

From King's Lynn to Peterborough. (*a*) Viâ Sutton Bridge and Wisbech, 39½ m., Midland & G.N. Joint Railway in 1¼–1¾ hr. (4/11, 2/10). To (11½ m.) *Sutton Bridge*, see pp. 521, 520. Here our line turns S., skirting the *Nene*. About 1½ m. E. of (16 m.) *Ferry* is the E.E. church of *West Walton*, with a fine 13th cent. window and a detached bell-tower. — 18½ m. **Wisbech** (*Rose & Crown*, R. 4/, D. 3/6), an agricultural and industrial town (10,822 inhab.), contains a monument to Thomas Clarkson (1760–1846), the Abolitionist, who was born here. The *Church* includes a Norman arcade. The local *Museum* is interesting. The G.E.R. Station (see below) is ¾ m. from the other. Visits may be paid to the churches of *Walsoken* (1 m. N.E.; Norman) and *Leverington* (2 m. N.W.; beautiful steeple and parvise porch). — 24 m. *Murrow* is a station also on the line from Spalding (Lincoln) to Ely (see p. 521). 30¼ m. *Thorney*, one of the stations for Crowland Abbey (p. 390), is itself of interest for the relics of a great Benedictine abbey founded in 972. The nave of the church (1108) has later sculptures on its W. front. — 33½ m. *Eye Green* is another station for Crowland Abbey (p. 390). 39½ m. *Peterborough*, see p. 388. — (*b*) Viâ Wisbech and March, 39¾ m., G.E. Railway in 1–1½ hr. (same fares). The line runs S. to (6 m.) *Magdalen Road*, junction for Ely (see p. 541), then turns to the W. 15½ m. *Emneth* has a fine church (Norman, E.E., & Perp.). — 17¾ m. *Wisbech*, see above. — 25½ m. **March**, also on the line from Spalding to Ely (p. 521), and a junction for St. Ives (19 m.; p. 387). — 34¼ m. *Whittlesea*, an old country town, has a church with a fine 15th cent. tower and spire (Dec.). *Whittlesea Mere*, 6 m. S.W., once a considerable lake, has been drained. — 39¾ m. *Peterborough*, see p. 388.

From King's Lynn to *Spalding* (Bourne), see p. 520; to *Swaffham*, see p. 542.

INDEX

Topographical names are printed in black type, names of eminent persons in italics, other entries in Roman type.

The following abbreviations occur in the index—

Beds = Bedfordshire
Berks = Berkshire
Bucks = Buckinghamshire
Camb. = Cambridgeshire
Ches. = Cheshire
Corn. = Cornwall
Cumb. = Cumberland
Dor. = Dorset
Glos = Gloucestershire
Hants = Hampshire
Here. = Herefordshire
Herts = Hertfordshire
Hunts = Huntingdonshire
I.O.M. = Isle of Man
I.O.W. = Isle of Wight
Lancs = Lancashire
Leic. = Leicestershire
Lincs = Lincolnshire
Middx. = Middlesex
Norf. = Norfolk
Northants = Northamptonshire
Northumb. = Northumberland
Notts = Nottinghamshire
Oxon = Oxfordshire
Rut. = Rutland
Salop = Shropshire
Som. = Somerset
Staffs = Staffordshire
Suff. = Suffolk
Sur. = Surrey
Susx. = Sussex
War. = Warwickshire
Westm. = Westmorland
Wilts = Wiltshire
Wor. = Worcestershire
Yorks = Yorkshire

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